

THE Hongkong Weekly Press

AND China Overland Trade Report.

VOL. LVI.]

HONGKONG, MONDAY, 28TH JULY, 1902.

No. 4

CONTENTS.

	PAGE
Epitome of the Week, &c.	59
Leading Articles:—	
Lord Lansdowne's Mistake	60
The Coronation	60
Sir James Mackay's Trade Proposals	60
China's Currency	61
Legal Adviser for Peking	61
The Wearing of the Queue	61
The Panama Canal	62
Boxerism in China	62
Chinese Labour Problem	63
Stowaways to the Philippines	63
The King's Park	64
Monument to Deceased Soldiers	65
The Typhoon	65
Hongkong Legislative Council	66
The Hongkong Volunteers	67
New Barrister Admitted to Supreme Court	67
Hongkong Sanitary Board	68
Hongkong General Chamber of Commerce	69
Chinese Stowaways to the Philippines	70
The Coronation	72
The Hongkong Coronation Contingent	72
The Coronation Naval Review	72
Russia's Changing Policy	73
New Postmaster	74
The Singapore Murder	74
Entertainment at Kowloon	74
Honour to Mr. E. H. Sharp, Barrister-at-Law	75
The Chefoo Calamity	75
Peking	75
Pakhoi	75
Chefoo	76
Foochow	76
Northern Notes	76
Correspondence	77
Water Return	77
The "Shell" Transport and Trading Co., Ltd.	77
The McAuliffe-Ryan Match	78
Supreme Court	78
Hongkong and Port News	79
Commercial	80
Shipping	81

BIRTHS.

On the 2nd July, at Amoy, the wife of Rev. A. J. HUTCHINSON, of the London Mission, of a son, ARTHUR GEORGE.

On the 11th July, at 61, Western Road, Penang, the wife of J. CHALMERS REID, of a daughter.

On the 12th July, at Chefoo, Mrs. H. C. AUGUSTSEN, of a daughter.

On the 17th July, at Swatow, the wife of ULICK WINTOUR, I. M. Customs, of a son.

DEATHS.

On the 3rd July, at Kuala Gris, Kelantan, WM. REDPATH, of New Zealand, Dredge-Master in the employ of the Duff Syndicate, Ltd. Drowned while bathing.

On the 8th July, at Penang, MARIE FLORENCE, widow of the late Capt. J. F. MILLS, of Penang and Rangoon, aged 45 years.

On the 13th July, at Marble Hall, Penang, JAMES LOGAN, Surgeon Dentist, second son of the late ABRAHAM LOGAN, of Penang.

On the 14th July, at Nagasaki, EDGAR BLECHYNDEN, aged 8 years.

On the 15th July, at Stevenside, West Gate, Shanghai, SARAH KERR, M.D., of Woman's Union Missionary Society of America, aged 35 years.

On the 16th July, at Payah Lane, Singapore, FELICIA CONSTANCE (Conny), the eldest daughter of H. and M. E. ANGUS, aged 9 years and 5 months.

On the 17th July, at the Shanghai General Hospital, ALEXANDER CUSHENY, Jr.

Hongkong Weekly Press

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

ARRIVALS OF MAILS.

The American mail of the 21st June arrived, per O. & O. steamer *Gaelic*, on the 20th July (30 days); the German mail of the 21th June arrived per N. D. L. steamer *Bayern*, on the 23rd July (29 days); and the American mail of the 28th June arrived, per T. K. K. steamer *Hongkong Maru*, on the 26th July (28 days).

EPITOME OF THE WEEK.

The new Hongkong coinage has been put in circulation.

Mr. E. H. Sharp, barrister-at-law, Hongkong, has been made King's Counsel.

Prince Komatsu was to visit Krupp's great ordnance works at Essen last week.

A new Portuguese weekly paper, *O Patriota*, has been established in the Colony.

The cholera epidemic in the Philippines is showing no signs of abatement.

Mr. L. A. M. Johnston, Collector of Revenue Duss, Singapore, has been appointed Postmaster-General for Hongkong.

Much damage was done to buildings and native craft, in the Harbour by the typhoon of the 18th inst., and more than a dozen lives were lost.

A Berlin telegram of the 19th inst. states that the Government of the United States and the Pope have arranged all pending questions of religious interests in the Philippines.

Viscount Cranborne states that Sir Ernest Satow, British Minister at Peking, will shortly report on the whole question relating to the French position in the International Settlement at Shanghai.

Again reports are published by the Press that the sale of Macao to Germany is imminent, but they are officially declared to be absolutely unfounded, says a Berlin telegram of the 11th inst. to the *Ostasiatische Lloyd*.

A London telegram received on the 24th inst. stated that Baron Watanabe, having visited the greater part of Europe, has arrived in London. When interviewed, he said he had no special mission, but was closely studying European financial and commercial questions.

In view of the result of the analysis at Shanghai of the stomach of Hugh Gray-Owen, one of the victims of the Chefoo School poisoning fatality, a verdict has been returned at the inquest at Chefoo of death from cholera. This disturbs the ptomanine poisoning theory.

Lord Lansdowne, replying in the House of Lords to a question by Earl Spencer, said Russia had agreed to evacuate Manchuria in three periods, and that Newchwang would probably be restored in the second. The Government believed that Newchwang would be restored at the same time as Tientsin.

The United States statistics show that the past year's trade with the Philippine Islands amounted to \$5,000,000, as against \$94,507 before the annexation took place. These figures are exclusive of military supplies.

During the week ended 19th July there were in the Colony 21 cases of plague (19 Chinese, 1 Indian and 1 European) and 20 deaths; 6 cases of cholera (1 European, 1 Japanese and 4 Chinese) and 5 deaths; 2 cases of enteric fever (1 European) and 1 death. During the 48 hours ended at noon on the 21st inst. 7 new cases of cholera, all Chinese and 6 fatal, were reported. Other 22 new cases with 20 deaths were reported up till noon on the 25th inst.

Lord Lansdowne, replying to Earl Spencer in the House of Lords, said he was inclined to think that Lord Cranborne's statement with reference to the Anglo-Japanese alliance had caused more perturbation in England than in Japan. The Japanese had shown conspicuous vigour of judgment and a moderation highly creditable to them. The statement referred to was the now famous utterance that Britain did not seek alliances but granted them, which Mr. Balfour afterwards explained away.

We are happy to be able to announce that His Excellency the Officer Administering the Government has been pleased provisionally to appoint Dr. F. W. Clark, the Medical Officer of Health for Hongkong, to be a Member of the Legislative Council *vice* Mr. F. J. Badeley resigned. This honour to Dr. Clark is unique and is a fitting recognition of the valuable services he has rendered to the Colony. The appointment is as popular as it is well-deserved. Dr. Clark's sound judgment, his debating abilities, and his thorough knowledge of Hongkong and its health requirements will make him a distinct acquisition to the Legislative Council.

In the House of Lords, Lord Lansdowne stated that he had received from Sir James Mackay a hopeful proposal with reference to the *lekin* question, which afforded a promising basis of arrangement. Before accepting the proposal the Government would consult the best authorities in England and China. Sir James Mackay also reported an agreement for the protection of trade marks, an extension of the system of bonded warehouses, the improvement of the Canton River and Yangtze approaches, the equalisation of duties on goods carried by junks and steamers, the recognition of the obligations of Chinese shareholders in British companies, and a general agreement establishing a national currency.

According to the latest advice received from Manila by the *Rosetta Maru*, the strike of the operatives in cigar factories of Manila showed every sign of coming to an end, as owing to the combination and firm attitude showed by the Cigar Manufacturers' Union a good many of the operatives offered to return to work at the old scale of wages. It was expected that several of the leading factories would re-open and commence work on the 21st instant. The Filipino operative is now made keenly alive to the fact that any exorbitant demand for an increase of his wages means entire cessation of the cigar industry, and it is confidently asserted in Manila that there will be no more attempts made to goad the manufacturers to the last extremity.

LORD LANSDOWNE'S MISTAKE.

(Daily Press, 21st July.)

Lord CRANBORNE's unfortunate little mistake the other day seems to have been made the subject of further interpellation in Parliament. In the House of Lords replying to Lord SPENCER, Lord LANSDOWNE is reported to have said that Lord CRANBORNE's statement caused more perturbation in England than in Japan. The Japanese, he added, had shown conspicuous vigour of judgment and a moderation highly creditable to them. Of course it is satisfactory to be told that the British public and Press had judged Lord CRANBORNE's *lapses lingue* more harshly than the Japanese had seen fit to do, but we fear that this hardly proves that it was less felt or noted in the land of the Rising Sun. The Japanese papers, no doubt plentifully endowed with commonsense, would speedily come to the conclusion either that the speech was merely the utterance of one Minister, possibly made with some good reason from a political point of view, or a hasty remark for which he alone was responsible. Against this rather disparaging delivery they could, and doubtless did, set the general chorus of approval of Japan by British statesmen and the British Press and the very flattering reception accorded to Prince KOMATSU by King EDWARD VII. Having done this, the Japanese, even if more touchy than we give them credit for being, could well afford to regard Lord CRANBORNE's pronouncement with equanimity. And this was doubtless what happened. At the same time it is to be regretted that a responsible British Minister should be guilty of such lapses from discretion. We can only hope that with experience may come increased wisdom. Lord CRANBORNE evidently is a chip of the old block. His illustrious father, who rarely in his long and successful career did a really foolish act, on several notable occasions allowed his tongue to run away with him. This trait was conspicuous when he sat in the House of Commons as Lord ROBERT CECIL, and it did not wholly leave him after he took up the burden of government as Marquess of SALISBURY. We hope, however, that the annoyance now caused by his slip will induce Viscount CRANBORNE to impose a guard upon a too ready tongue, more especially when making official statements.

THE CORONATION.

(Daily Press, 19th July.)

Although the deferred Coronation will in some respects partake of the idea of a regalanisation of its former intended self, it will for the Empire at large partake of a double nature; inasmuch as it will not only represent the final official act of acceptance, but will even more strongly than at first indicate that strong personal feeling of loyalty that endears the Crown to the nation at large, a loyalty, it is well to remember, not on one side only; for if the most apparent display of loyalty be that of the nation towards the Sovereign, there exists side by side with it the thorough and heartfelt loyalty of the Crown towards its people. In the abstract no more unsuitable day for the ceremony could probably be selected than the second week in August, yet the nation at large perfectly coincides with the King's desire that it should take place at as early a date as possible consistent with the full restoration of his health. Come what will, the ceremony must be shorn of much of the representative character with which it was intended

that it should be clothed. On the accession of Queen VICTORIA, it was felt that besides the interest of her own people in the graceful Princess who had found herself on her first entrance on mature life entrusted with the responsible functions of ruler of a great kingdom, the world at large had an interest in the nation that had played the principal rôle in saving Europe from a military despotism; and amid the splendours of the Coronation not the least remarkable was the magnificent display made by the representatives of the crowned heads of Europe. At that time the connections of the reigning family of England with those of the Continent were few, and scarcely partook of an intimate nature. Through the numerous children and grandchildren of Queen VICTORIA these family relationships of the English Royal Family have become not only wider, but more intimate; so that there is scarcely a reigning family on the Continent which is not directly or indirectly connected by descent or marriage with the House of Saxe-Coburg-Gotha. This fact was displayed in Queen VICTORIA's Diamond Jubilee, where the by no means least conspicuous feature of the procession was the magnificent Escort of Princes who preceded Her Majesty to do her honour. The same fact was intended to have been emphasised in the Coronation, at which, marking the growth of the Empire since the accession of Queen VICTORIA, invitations were issued not alone to the States of Europe, but to those of any significance in Asia, Africa and America. When the unfortunate illness of the King made it impossible to celebrate the event at the appointed time, it was wisely decided that all engagements should be cancelled and no new invitations issued. In the uncertainty that supervened during the first few days of the King's illness most of the royal guests already present in London took their departure, and it is uncertain if it will be possible for them to reassemble. The ceremony will thus be shorn of much of its splendour, while the period determined on for proceeding with the Coronation will doubtless result in a large diminution in the numbers of the onlookers. But this very diminution in its lustre will doubtless have the effect of emphasising its domestic character, and rendering it a more representative gathering of the Empire. What in fact the ceremony loses in breadth it will gain in intensity; and it will become not only a ceremony of Coronation, but a genuine thank-offering for the recovery of the King from a dangerous malady. It is to be hoped that this feeling will be widely exemplified throughout the Empire, and that wide advantage will be taken of it to show how genuine is the feeling of personal loyalty and gratitude towards the son of our late beloved Queen VICTORIA.

SIR JAMES MACKAY'S TRADE PROPOSALS.

(Daily Press, 21st July.)

The announcement telegraphed in another column is of exceptional interest and importance to all engaged in trade in China. Lord LANSDOWNE has been able to make a statement which will be received with general satisfaction. He has received from Sir JAMES LYLE MACKAY a hopeful proposal with reference to *lekin* promising a basis for arrangement, but his Lordship was careful to add that before accepting this proposal the Government intended to consult the best authorities in England and China. This is well, for the *lekin* question is so complicated and so large that no hasty

decision should be taken, and unless the most absolute guarantees can be secured against its revival under other names, it is vain to even consider the advisability of its abolition. For our own part, we would much prefer to allow this particular sleeping dog to lie unless a simultaneous stipulation be made for the abolition of the salt and opium barriers. Without this condition, the gain would indeed be slight, for otherwise all the machinery for the imposition of new duties under other names would remain, and the latter state of the import duties in China might well prove worse than the first. But it is possible that Sir JAMES MACKAY—whose patience under difficulties and whose untiring industry in a trying climate are wholly admirable—may have evolved some fresh solution of the difficulty which seems to the Foreign Minister to be, as he says, of a hopeful character. Nevertheless, knowing now by experience how exceedingly important to British trade this proposed settlement of a great problem must be, Lord LANSDOWNE has wisely decided not to hastily commit the British Government to any new leap in the dark in the East.

With regard to the remainder of Sir JAMES MACKAY's report to the Foreign Office, as stated by Lord LANSDOWNE, there is less cause for dubiety, less occasion for reserve in the expression of our satisfaction. The British Special Commissioner reports that he has succeeded in effecting an agreement for the protection of trade marks; the extension of the system of bonded warehouses; the improvement of the approaches to the Canton and Yangtze rivers; the equalisation of the import duties on goods whether carried by junks or steamers; the official recognition of the obligations of Chinese shareholders in British limited liability companies; and, finally, a general agreement for the establishment of a national currency in China. That Sir JAMES MACKAY had obtained an undertaking by the Chinese Government to remove the obstructions in the Canton River (which we hope includes its arms the West, North, and East Rivers) we had already learned, from a statement recently made in the House of Commons, and we presumed that a similar assurance had been secured with regard to the Yangtze. The transfer of the collection of the native Customs from the Hopo to the Collectorate of the Imperial Maritime Customs had apparently ensured the equalisation of the duties by junk and steamer—an arrangement which we trust no fresh imposition, under the name of battery tax, *loti-shui*, or on any other pretence, will be permitted to render nugatory. It was also understood that the system of bonded warehouses, heretofore confined to Shanghai and there granted as an exclusive privilege to a Chinese company, was to be extended to foreign godowns and applied to other ports. But the other conditions were matters for negotiation, which might or might not be won, according to the energy, the persistency, and the sagacity of the British representative. It is certainly most gratifying to find that not only have they formed the subjects of negotiation, but also that Sir JAMES MACKAY would be satisfied with nothing short of their concession.

The necessity for the protection of trade marks has been frequently demonstrated. The Chinese, like the Japanese, are exceedingly clever in imitating the foreign chops, and it is reassuring to learn that this point has been conceded by the Chinese Government. We only hope that the protection to be given will prove effective. Very much will of course rest with the Consuls in this

respect in the future. The serious disadvantage at which British and foreign investors have hitherto been placed *vis-à-vis* Chinese purchasers of shares in British joint-stock enterprises has long been a just grievance that called urgently for redress. The Chinese readily became shareholders when a concern promised to yield large profits or the stock appeared likely to boom, but when difficulties arose and further calls were made on the shareholders, the Chinese disappeared or flatly refused to accept the liability. The consequences of this policy were made signally apparent in the case of the Bank of China and Japan, Limited, now in liquidation. The British shareholders were made to pay the calls, but the Chinese shareholders declined to meet them, and this pressed hardly on the former class. It will henceforth be possible to enforce these calls, and the Chinese speculator will in future be unable to play the game on the old principle of "heads I win, tails you lose." Last, but certainly not least, of Sir JAMES MACKAY'S achievements is the general agreement for the establishment of a national currency. This, we take it, means that the Provincial Governments have agreed to abolish their mints and currencies in favour of one system of a national currency throughout the Empire. This is a great step in advance, and must serve not only to facilitate trade but also to uphold and enhance the Imperial prestige. We can only hope that it may be possible to arrange for a gold standard for China. What Japan has accomplished should not be impracticable in China, which country would equally and as certainly gain by the change. At present China is greatly handicapped by being the only great country left with a silver standard, and the fact has been borne in upon the Peking Government by the loss in exchange over the payment of the Indemnity. Unless something is done to secure a more stable monetary standard, this drawback will be further emphasised by a decline in trade with foreign countries which would be made unpleasantly apparent to the Imperial Government through a sensible falling off in their Customs revenue. Nothing is better calculated to touch the Chinese Imperial Government than a direct appeal to its pocket; no lesson is so likely to be thoroughly learned as one that is emphasised in this manner.

CHINA'S CURRENCY.

(Daily Press, 22nd July.)

An esteemed correspondent, writing on the subject of China's currency and referring to the remarks in our article of yesterday advocating a gold currency, urges that this is just the very thing that China should not adopt. He admits that it would be beneficial to her so far as her imports from gold countries are concerned, but he thinks that, commercially speaking, her salvation must lie in developing her home industries and her exports, and a gold currency would rob her of the singularly favourable position she now enjoys in regard to these, owing to the fact of her being a silver country. He goes on to point out that her teas and other exports can be laid down cheaper than ever in consequence of the drop in exchange *vis-à-vis* Indian teas and other Eastern goods, while her home-made yarns enjoy a practical bounty as compared with Japan and Bombay yarns, and these arguments apply equally to all other industries China may choose to develop for the supply of goods which come from gold countries. Of course there is something to be said from this point of view, but we strongly

doubt whether the advantages of a silver currency will in the end, even in China, outweigh the disadvantages. Most of China's imports are from gold-using countries and have to be paid for in gold, and the Indemnity she has made herself liable for will have to be paid in gold. Her exports might readily have been increased long ago had the Chinese had the enterprise to improve their quality or the Government the foresight to reduce the taxation upon them. The tea trade has been killed, in spite of the great advantage conferred upon it by the heavy and continuous fall in silver, because the producers would do nothing to improve the leaf, and the Government would not forego a cash of the taxation imposed upon it. It is equally doubtful whether they will avail themselves of the advantage which the possession of the raw material gives them to manufacture their own yarns. The Chinese are not wanting in enterprise, but the rapacity of their officials acts as a dead weight upon all enterprise in the nature of manufactures requiring large outlay. Even where industrial enterprises are started by Chinese there is a lack of organisation and a constant tendency to allow machinery to fall into disrepair that effectually serve to prevent any solid progress in this direction. We should be glad all the same, to see a development of China's exports, and much might be done towards this end, even though a gold standard were adopted by foreigners encouraging the production and the Government taking care that the trade is not prematurely strangled by excessive taxation.

LEGAL ADVISER FOR PEKING.

(Daily Press, 22nd July.)

It may be taken as a hopeful sign of the times that Prince Su, Commandant of the Peking Gendarmerie and Commissioner of Roads in the Capital, is wishful for the services of a legal adviser. A recent despatch to the *N.C. Daily News* reported that a Mr. SHEN TIEN-SHOU, barrister-at-law, a native of Ningpo, who obtained his education and profession in Europe and has a large practice in the Straits Settlements, was in Peking, having been three times invited by telegraph to join His Highness's service as legal adviser at a salary of eight hundred taels per month. It does not alter the case much that Mr. SHEN apparently is not enamoured of the offer, nor likely to accept it. We presume that the will must be accepted for the deed, and it is at any rate gratifying to find that the Celestial mind can even contemplate the employment of a legal agent trained in Western methods to facilitate the dealings of the authorities when they come into conflict with Foreign interests. The reasons given for Mr. SHEN'S declinature of the post indicate just where the Imperial proposal fails. In the first place, it is notorious that those in high place in China treat with galling contempt and as renegades their fellow-countrymen who have been abroad and have assimilated, more or less, Western ideas and training. Mr. SHEN could hardly be expected to be immune from such persecution. Again it is not surprising that a lawyer of his standing, "with a practice which brings him on an average three or four times the amount offered," should think twice before consenting to remain in Peking merely as a legal adviser with no power and without the *locus standi* that a Government legal adviser in any other civilised country usually enjoys. These objections would unfortunately apply to any native lawyer of European training who might be appointed. It behoves such an one therefore to see to

it that his standing is made clear and indubitably secure beforehand. Only by having a strong, independent position can the holder of the appointment hope to be able to accomplish good. It will doubtless go against the grain of the central authorities to allow even the semblance of a devolution of power such as is extended to legal advisers of other Governments, but now that the principle has been admitted by them it may be expected that they will make such a compromise as will render practical and useful the employment of a legal expert without any accompanying feeling that their dignity or prerogative has been impaired. Prince Su is to be commended for his proposition; we trust that such modifications as are necessary towards carrying it out successfully will be allowed without delay.

THE WEARING OF THE QUEUE

(Daily Press, 23rd July.)

Although it is a well known fact that the queue was first introduced into China by the Manchu Emperors as a badge of submission to the dynasty, it is not so well known that the Imperial Government still cling to it as such. It seems, however, that this is the fact. The *Shuntien Shihpao*, a vernacular paper published in the capital, makes a rather interesting statement in this connection. According to this authority, His Excellency WU TING-FANG (better known in Hongkong as NG CHOY), now Chinese Representative at Washington, in a recent despatch to the Board of Foreign Affairs at Peking, stated that some of the Chinese students in the United States had begun cutting off their queues and assuming foreign clothes in lieu of the flowing garb of the Celestial Empire, as a matter of convenience while residing in the great Republic. In reply, the Foreign Office at Peking intimated that though Chinese students abroad might, on the ground of expediency, temporarily adopt foreign costumes, the cutting of their queues could not be permitted. The queue was the badge of their nationality, and its abolition is an infringement of the laws of the Manchu dynasty; it must therefore be retained. His Excellency WU TING-FANG was accordingly instructed to give due warning to this effect to the delinquent students. As the result, the students have been ordered to resume the wearing of the queue, on pain of being sent back to China to be punished for refractory behaviour. This is a clear indication that the Manchu Government of China still regard the queue as the badge of their supremacy, and that they do not intend, whatever other reforms may be instituted, to allow this symbol of Chinese subjection to be set aside, even for a temporary cause. Naturally the Chinese papers are indignant at such a peremptory order, as they recognise in it the old spirit of domination which at the accession of the Ta-tsing dynasty to power made them so unpopular. This feeling had of late years gradually diminished, and a feeling of tolerance, if not quite of loyalty, to the Throne, although occupied by a Manchu, had grown up. This arbitrary order to uphold an ancient edict, which practically imposed a yoke on a conquered people, cannot fail to arouse resentment among the Chinese, even if it finds no very decided expression from the mass of the population. Some of the native papers have animadverted upon it as a tyrannical decree, and regard it as a proof that the Imperial Government are really out of sympathy with all reform, and that the recently expressed opinions of the Empress Dowager and some of the Ministers

in favour of certain measures of reform are hollow and insincere. It is to be feared that there is only too much ground for such a belief. The Ethiopian cannot change his skin, the leopard his spots, or the Chinese mandarin his hatred of change. Any reforms ever introduced into the Central Kingdom will have to come from the outside; the few real reformers there are in China are neither sufficiently powerful nor sufficiently persistent to move the vast mass of official inertia or set in motion any progressive measures. Whether the influence of those Chinese who have travelled and who recognise the superior merits of most of the Western institutions and customs will ever suffice in any appreciable degree to leaven the public opinion—such as exists in China—or dissipate the clouds of ignorance and prejudice which still obscure the vision of the Celestial, time alone can decide. But the weight of evidence certainly seems to indicate that whatever the Chinaman of one generation learns or acquires is lost or frittered away by the next. Reforms are past hoping for while the Chinese bow their neck to the Manchu yoke; but, it may not unreasonably be asked, would they prove much more teachable if placed in other leading strings?

THE PANAMA CANAL.

(Daily Press, 24th July.)

One of the main difficulties in the path of the foreign student of American institutions is to formulate an opinion on the course likely to be adopted by the Senate on any particular business coming before Congress. In this particular the relations of the two Houses have undergone a conspicuous change. Time was, and not so many years ago, when the Senate, above the influence of merely party issues, and unswayed by personal motives, was looked upon as the saviour of the State against the often hasty and generally perfervid legislation of the Lower Chamber. Nowadays it more frequently falls to the lot of the House to discuss with temper and judgment the high political issues brought before it; while the Senate too frequently permits itself to be taken off the track by the momentary issues of the day, to the detriment of the public service in general. The recent action of Congress has thus come to be a matter of surprises; and perhaps in no particular is this more marked than in those important issues which deal with the relations of the United States with what we as Europeans and Englishmen are wont to call the Far East. The unexpected and capricious action of the Senate in rejecting the Oceanic Canal treaty of President McKINLEY, and afterwards accepting that negotiated by President ROOSEVELT, is a case in point; but the Panama Isthmian Canal has since its first inception been a thing of surprises, and not the least of these is the last. If there were one thing, most people thought, that would occur when the new-fangled scheme to buy up the interests of the Panama Canal Company came before the Senate, it was that it would be indignantly rejected. Yet there was very much to be said in favour of the proposal. In the first place the price at which it was offered, only forty million dollars, was tempting, the work had cost nearly four times the amount, and though that was no criterion of its actual value, the work had proceeded already so far that the completion had left the region of speculation and had become a matter for sober estimating. In the second place the Nicaragua scheme was altogether founded on speculative estimates; and, in view of the volcanic condi-

tions of the country, extremely doubtful if it were even feasible. Lake Nicaragua is a sheet of water at a considerable elevation above sea level in a country which is the habitual play-ground of earthquakes: it is not a thing without precedent that lakes have been drained by the sudden opening by subterranean forces of passages for the escape of the waters above-sea level. Even a slight fissure might result in such a cataclysm. Elevated locks under the best of circumstances are unstable things, and a slight subsidence might undo the work of years. These dangers would be reduced to a minimum in the case of the Panama Canal; first, on account of the lower elevation of the contained water; and second, because the land, so far as the experience of four centuries tells, is less subject to subterranean movements.

But even laying aside these accidental circumstances, there seems little doubt that the permanent water level of the lake is undergoing a secular change, and the water is gradually assuming a lower level. Even at present the lake is reported as by no means too deep for its intended use, and further sinking would necessitate a new series of excavations. It is true that the lake offers a through route some three or four hundred miles shorter than the canal from Colon to Panama, but the time necessarily lost in surmounting the higher elevation, and the time spent in passing the more numerous locks, would more than compensate for the shortened route. Seen then from an engineering point of view, the advantages seem to be all in favour of the Panama line. The disadvantages of the shorter canal would seem to be the greater initial cost; but after all, in view of the absence of any means of making even an approximate estimate of the lake route, and the absolutely incalculable expense of making good subsequent mishaps, this may be set aside as at best an uncertain quantity. On the whole, as has often happened in the past, second thoughts are likely to be best. The world at large, however hardly it thought of the at best very questionable methods with which the early efforts of the promoters of the scheme were advanced, will very gladly see a bold scheme carried out in a manner which will afford some slight recompense for the hardships undergone by its first promoters; and would not be unwilling to see, however tardily, some justice done to the memory of Baron LESSEPS.

The plea that there may be difficulties of title connected with the purchase of the Canal works is hardly worth considering where the United States are themselves the purchasers. The Government of President ROOSEVELT is hardly likely to admit bogus claims, and as the old Company is practically bankrupt, the governments concerned will not be exceeding the ordinary legal rights assumed daily in granting full discharges, and acknowledging the new rights conferred. It would be verging on the ridiculous were the United States to permit the Columbian Government to arrest by any overt act the completion of a work in which all the nations of the world are interested. So far as England is concerned, the adoption of one or other route has passed out of the region of politics; and any right of obstruction has by the recent treaty been formally waived. This does not, however, apply to the rights of Britishers to friendly comment, and as we are one and all anxious that the work should be brought to a speedy termination, we may be permitted to congratulate the States as well as ourselves on the recent decision of the Senate.

BOXERISM IN CHINA.

(Daily Press, 25th July.)

Boxerism appears to be far from defunct in China notwithstanding the blow it received in the North on the occupation of the capital and various districts of Chihli and Shantung by the Treaty Powers. This fanatical organisation is only scotched, not killed. It continues to receive the secret sympathy and possibly support of many of the Chinese officials. There is still a great deal of partly smothered discontent in the Northern provinces, and it is regularly fed and fostered by the misrepresentations about foreigners and the foreign religion made by the literati and some of the more anti-foreign of the officials. Not only is the foreigner compelled to bear the opprobrium of being the direct cause of increased taxation, but he is credited with having inspired all the severities dealt out to rebels and Boxers by the Imperial soldiery, when repressing disorders. The house tax now being collected is alone sufficient justification for widespread discontent. The payment of the Foreign Indemnity has been made the pretext for a levy which is most oppressive. In Kiangsu the assessment for this tax amounted to Tls. 2,500,000 per annum, at which rate, if spread over the whole Empire, it could be made to pay the Indemnity, principal and interest, in from fifteen to twenty years. The people kick against this impost, and it may be necessary to reduce it to prevent riots, but even if collected, it would, after the enormous cost of collection, melt down into a very moderate amount. The larger the sum raised in China the greater the opportunities for plunder, and the more daring the squeezes to which the revenue is subjected. Meantime the incidence of the Indemnity is freely taken advantage of to lay at the door of the much traduced foreigner the necessity for the levy of new taxes. The ignorant natives, not unnaturally connecting the increased taxes with foreign invasion, lose sight of the events which conduced to bring about that invasion and the garrisoning of certain points, and only remember that foreign troops are in possession of certain important cities and positions.

So far the Boxer agitation has not ventured to lift its head anew in Shantung and Chihli; the recollection of some stern lessons has not quite been lost, but they will soon fade unless rigorously kept within sight. In Szechuen, which province lies far to the west of the Empire, and is practically remote from the seat of Government, there has been a renewal of outrages on a truly shocking scale. From particulars recently received from the Tzechou correspondent of our Shanghai morning contemporary, it seems that the last massacre by Boxers has been quite in keeping with the atrocities committed in 1900. According to this authority, a number of outrages of different kinds had been perpetrated in the districts of Tzeyang and Chienchou, between Tzechou and the capital, Chengtu, in one of which several Roman Catholics had been killed, but the climax was reached on the 12th ultimo, when the Methodist Episcopal Mission at Tien-kuchiao was destroyed by a large band of Boxers. The attack was made at midnight and on three sides of the buildings. The Mission was of course speedily carried, and in a short space of time the church and houses were a blazing pile, and the occupants at the mercy of the rioters. No less than seven of the inmates, thus rudely roused from their slumbers, were butchered on the spot, and the preacher in charge, an old man, was most barbarously done to death. He was first beheaded, his hands and feet

cut off, and then disembowelled. Besides the seven murdered outright, three of the members were badly wounded, but escaped with the rest in the darkness of the night. The mission gave a home to eighty-nine persons, who have been dispersed and are now in a penniless condition. A large body of soldiers was despatched from Chengtu, and after some delay succeeded in surrounding the Boxers in their fortified retreat. About a score of the Boxers were killed and a few captured; the rest escaped into the hills, whence they will issue as soon as the affair has blown over to plot other outrages, the general opinion being that the officials covertly show them sympathy. Had the Viceroy shown a sterner front before, it is improbable that this outbreak would have occurred. The moral of this latest development of Boxerism, which shows at once that it is a lawless and fanatical force, only goes to show that the embers of a dangerous agitation, capable of being fanned into a furious flame at any time, still exist in China and require careful watching, more especially in view of the more than benevolent neutrality with which the officials are disposed to regard the movement. The interior of China is now, as it was prior to the attack on the Peking Legations, not safe for unprotected foreigners and especially for missionaries.

CHINESE LABOUR PROBLEM.

(Daily Press, 26th July.)

The Committee of the Hongkong Chamber of Commerce at their last meeting discussed a very important subject, namely, the question of the facility with which under the existing local law a Chinese employee can leave his employer without giving notice or compensation and without fear of a penalty for so doing. When it is considered that in the numerous large industrial and commercial undertakings in this Colony some thousands of natives are employed, it is readily realised that the continuance and increasing popularity of this practice is productive of much loss and serious inconvenience to employers of labour. Previous to the introduction of the present Police Ordinance, which in certain respects is one of the most vexatious gifts we have received from a considerate Council, the same law practically applied to the native employee as to the domestic servant. For some reasons, this law was altered, no doubt with the good intention of freeing the artisan from certain restraints. The idea presumably was to place the native workman here on the same footing as the artisan in England, on the assumption that his moral conception of the relations between capital and labour was equal. If those responsible for the Ordinance had elected to consult the leading employers of native labour, a course perhaps questionable but often advisable in Hongkong, they would have hesitated before affording the present facilities to the native employee to evade his responsibilities and to inflict loss on his employer. Such is unknown in Chinese law, for in the Mixed Court at Shanghai severe penalties and floggings are inflicted for such breaches of contract, where loss has been proved. In England the employer has the opportunity to recover in the County Court, and it is assumed that such is the only remedy left here to an employer, but there are numerous obstacles against redress in this way, the principal being the identity and the location of the offender.

Our law-givers, we are afraid, overlooked the fact that the native artisan in nearly every case knows the local law only to

evade it. It is natural that the class to which he belongs should think it quite proper if they can possibly evade any regulation or law foreign to their conception and judgment. The result is, instead of having two honest parties to a contract, one, the native who is protected, usually acts dishonestly and causes loss to the other, who is unprotected by the law. It matters not to the unscrupulous workman whether his leaving suddenly without explanation or notice, with his fellows, will ruin a contract and increase expenses; if he is a little considerate he may first demand a large increase of pay, and promptly quit if unsuccessful. This is a frequent source of intimidation. It is a very serious matter affecting every employer of labour, large or small, in this Colony, and we do not hesitate to admit that we write from personal experience. Under the existing law employers have no apparent redress and no satisfactory means of securing compensation. It is almost absurd to expect employers of labour to sue absconding workmen in the Civil Court, so the majority prefer to silently suffer instead of spending valuable time in taking such proceedings. In our own case the evil had become so serious and unbearable that we were compelled to test every means afforded for redress, with the object of making an example. At the Police Court we were referred to the Civil Court, and in January last we paid for summonses against absconders actually working in other offices. Since then we have waited for the cases to be called on, but without result. We only quote our personal experience to prove that under existing law an employer is at the mercy of an unscrupulous native workman, who, as a skilled labourer, and by means of his guild, may increase wages as he so desires, or may abscond at his own sweet will, causing serious loss, without fear of pain or penalty or stroke of conscience, because he transgresses no local Ordinance. We submit that such is an intolerable state of affairs which should be immediately remedied.

STOWAWAYS TO THE PHILIPPINES.

(Daily Press, 26th July.)

The correspondence which we published yesterday as having passed between the Chamber of Commerce, the Government, and three leading shipping houses throws much light on the vexed question of the entrance into the Philippine Islands of Chinese stowaways from Hongkong. Since the annexation of these islands by the United States, there has been an increasing demand for labour with a consequent augmentation of wages; and it is little wonder that the Chinese coolie, looking upon the Philippines with longing eyes, risks the penalties of the stowaway and runs the blockade of the perilous Exclusion Law in order to reach his golden El Dorado. Nor is it surprising under these conditions that secret agencies have sprung into existence here for the purpose of smuggling coolies into the Philippines. That such agencies have been long in operation was already well known, and the seriousness of the evil and the urgent need for its suppression were recently brought home in a very forcible manner to the minds of all parties concerned by the case of the s.s. *Kaifong*, on which no less than one hundred and thirty-four stowaways were found secreted, while on a voyage from Hongkong to Cebu. Perhaps it was only natural that one should have doubts, at the first glance, as to whether such a great number of men could be stowed away without connivance, and

certainly the American Press of the archipelago did not err on the side of generosity when considering the possible culpability of all on board the steamer, from captain to cabin-boy. As a matter of fact the presence of the stowaways on board was discovered by the master and officers before Cebu was reached. On arrival there, the harbour authorities were notified and the *Kaifong* was put under a bond of \$70,000 (gold) to return the undesirables to Hongkong. This was done and the bond discharged. The result of subsequent proceedings at the Magistracy and of careful private enquiry made by the agents, Messrs. BUTTERFIELD & SWIRE, went to show that the whole thing was a carefully arranged conspiracy in which all or nearly all of the native crew must have been in confederacy to secrete the stowaways without the knowledge of the European officers—not a difficult feat when it is considered that sixty were thus working against six and that the stowing of the cargo was directly in the hands of a Chinese stevedore and comprador. As the agents of the *Kaifong* point out, nothing is easier for these people to arrange the stowage of the cargo in such a way, when the officers' backs are turned, as to leave vacant spaces for the accommodation of stowaways who come on board at night and are secreted away with the knowledge of the quartermaster on deck while the officers are asleep. That is what was done in this case. The suspicions of the captain and officers being aroused and a search instituted, it was found that properly constructed rooms had been formed among the cargo and that these were full of stowaways. When they were brought back to Hongkong, the men were prosecuted and fined, but the police were unable to lay hands on the real culprits, the people responsible for the presence of these stowaways on board the ship. It was as a result of that case that the Chamber of Commerce approached the Government with a view to having an amendment of the law made in the direction of greater stringency and heavier penalties with regard to stowaways. In their reply to this communication the Government indicated their belief that the abuse complained of was largely due to the neglect of the ships' officers and to the fact that no penalty had been inflicted upon them. In face of the responses which that statement has now evoked from the China Navigation Co., Ltd., the China and Manila Steamship Co., Ltd., and the Indo-China Steamship Navigation Co., Ltd., we do not see how the Government can any longer maintain the position which they had taken up on the question. These responses constitute a thorough vindication of the respective shipping Companies concerned; they also strengthen the hands of the Chamber in its respectful demand for an amendment of the Ordinance. It is suggested that the penalty to which a stowaway is liable should be no longer a fine but a term of hard labour imprisonment without the option. On the Government will fall the responsibility of saying what that term shall be, if they decide to meet the wishes of the Chamber in the matter; and there certainly appears to be no other solution of the difficulty than to provide a vigorous deterrent in the shape of hard labour upon the actual stowaways, so long at least as the police authorities are unable to lay the more culpable aiders and abettors by the heels.

Mr. C. G. Roberts, a nephew of Dr. J. E. Case, a medical missionary at Weihaiwei, has been drowned just prior to his contemplated departure for England.

THE KING'S PARK.

OPENING DAY FIXED.

At 11 a.m. on the 21st inst. a deputation waited upon Major-General Sir W. J. Gascoigne, K.C.M.G., and presented a petition from the community asking His Excellency to fix a date for the cutting of the first sod of the King's Park at Kowloon. The Hon. C. S. Sharp headed the deputation, which consisted of the Hons. C. W. Dickson, G. W. F. Playfair, and Wei A. Yuk, and Messrs. E. A. Lewett, D. E. Brown, W. Poate, D. M. Moses, G. Stewart, H. N. Mody, J. R. M. Smith, and A. H. Shelton. The Hon. F. H. May, C.M.G., Colonial Secretary, was also present.

Addressing His Excellency, who presided, the Hon. C. S. SHARP said—Your Excellency, circumstances still fresh in the minds of us all having unhappily necessitated the postponement of the Coronation of Their Majesties, The King and Queen, some of the various public ceremonies arranged to form the local celebration of that auspicious event had to be put off in sympathy with the public feeling of concern and regret for the alarming cause of this postponement. As the cause for our concern and anxiety has now been most happily removed through the welcome intelligence of the providential recovery of His Majesty, it has been felt that the celebration of some of the items arranged for might now be fittingly proceeded with, and a very general desire has been expressed on the part of the community that the initial ceremony connected with the public dedication of the King's Park should be performed at as early a date as possible. It has further been strongly felt that it would be peculiarly gratifying to the public that that ceremony should be performed by Your Excellency, who all along have taken such an earnest and warm interest in promoting the scheme, and to whose public-spirited efforts and assistance the acquisition of this valuable addition to the amenities of the Colony is so very largely, if not entirely, due. This desire on the part of the community has been expressed in a letter, to which a large number of signatures has been appended, and accordingly we have formed ourselves into a deputation, purely unofficial, and representing the signatories of the letter and public, to wait upon you for the purpose of presenting this to Your Excellency. We have to thank Your Excellency for having so kindly consented to receive us, and we sincerely trust that it may be possible for you to see your way to gratify this generally-expressed desire that you perform the ceremony referred to. With Your Excellency's permission I will now read the letter.

To H.E. Major-General Sir WILLIAM J. GASCOIGNE, K.C.M.G., Officer Administering the Government, Hongkong.

Sir,—Since the unfortunate circumstances have taken place which necessitated the temporary postponement of the celebration which the residents in this Colony had intended holding in honour of the Coronation of Their Majesties the King and Queen, news has been received of the great improvement in His Majesty's health.

We understand that by the direct wish of His Majesty certain of the proposed celebrations in honour of the Coronation have been held in Great Britain and elsewhere, in spite of the fact that the Coronation has not yet taken place.

We would beg to respectfully remind Your Excellency that one of the most important, if not the most important, items of our proposed programme was the turning of the first sod of the "King's Park," a work which, when completed, would prove of great and lasting benefit to the Colony at large.

Knowing as we do that Your Excellency has been directly instrumental in securing for Hongkong this valuable concession, we are also aware that the wish has been very generally expressed that Your Excellency should carry to a conclusion the good work with which you have been so closely identified.

We therefore venture to express the hope that Your Excellency may be willing to arrange at an early date for the turning of the first sod of the Park, thus setting your seal upon a public work, which, while not only benefitting the residents of Hongkong will also be a standing monument to the kindly interest which Your Excellency has always displayed in promoting the welfare of the Colony.

We would beg to point out that in making this request we are not asking Your Excellency to go behind what had already been decided upon before the sad news of His Majesty's sickness reached us. We are aware that a good many details still remain to be settled and other arrangements made before any progress can be made with the laying out of the Park.

Trusting that Your Excellency may be good enough to give a favourable consideration to our request,—We have the honour to remain, Sir, Your Excellency's humble and obedient servants.

[About 250 signatures are appended to the requisition.]

In reply, HIS EXCELLENCY said Mr. Sharp and gentlemen. Believe me you have paid me the very highest compliment that could possibly be paid to me, and I appreciate it more than really I can find words to tell you. I recognise fully the kind intention you had in approaching me in this matter. You felt, and felt most truly, that I had an immense interest in this park, but believe me, that interest would have been equally the same even had you not paid me this extraordinarily high compliment, which, as I say, I can never sufficiently express my gratitude for. I have a very great interest in this park, gentlemen, as you are aware. A longish time ago—over two years ago—the scheme was proposed to me in my capacity as General Officer Commanding. At that time I had different views; I thought I saw a way of utilising this ground as an accessory for the troops. At that time, I do not mind saying, I had not realised as I do now the enormous progress and prosperity that there is, I believe, in front of us both here in Hongkong and over in Kowloon, and I looked upon the land with an eye, a rather covetous eye, for the military, possibly because I did not then attach so much importance as I do now to the whole community of Hongkong. Gentlemen, I may say also that the fact of my having the good fortune to act in the double capacity of Officer Administering the Government as well as in my regular capacity of General Officer Commanding the Troops has been of enormous benefit to me, and I hope, gentlemen, indirectly to the whole community of Hongkong. For this reason I am bound to say that my acting in this double capacity has broadened my views most materially, and has made me see things in a very much more liberal spirit as regards the whole community than I was disposed to do when I first came. I think we soldiers and sailors, for I speak for both, are sometimes too prone to think that our interests are paramount. You perhaps will not blame us for thinking so. Perhaps also you yourselves, representing the commercial interests of Hongkong, may be disposed at times to think that your interests are equally paramount. Well, the fact of the matter is, we both depend one upon the other. Without the spread and prosperity in commerce, the army and navy would not exist; there is no question about that. Again, in order to ensure the safeguarding of commerce the army and navy are necessary; therefore each is dependent upon the other, but undoubtedly the army and navy come second, for without great commercial prosperity, I again repeat, the army and navy would cease to exist. All this I have learned very much since I came into my dual capacity of Officer Administering the Government as well as Commanding the Troops, and I have also seen in Hongkong such a liberal spirit that I am perfectly confident there is no one here, and indeed no one in the whole community, who would not desire to see our soldiers and sailors properly housed and cared for. Having seen that spirit, I can answer for myself again that so long as I am here I shall take care that nothing military shall be allowed in any way to interfere with any expansion of commerce in any sort of way. (Applause.) I recognise the enormous interests of commerce, and if there is any ground in any part of the Colony which might be more valuable for commercial purposes than for military, I would, if I could in any way, waive the military interests. Of course, if it was necessary for purposes of defence, you would be the first to encourage me to stick to it, but if I could in any way waive the military interests, believe me I should do so, and I say in the presence of the Colonial Secretary that so long as he and I are working together I am

perfectly certain that your interests, he having the same liberal views that I share with him—I am perfectly certain the interests of the community, both civil and military, will never suffer. (Applause.) I mention all this, gentlemen, because it all comes back to the park, to a certain extent. Considerable difficulties will have to be overcome—I think that practically they are overcome—but in this report you have read out to me—and I am glad to see it—you recognise that the opening of the park does not mean that all at once you will find the park ready made. There are still considerable arrangements to be made, there are ranges to be found elsewhere, and there are a great number of things on account of which I confess, had I foreseen the difficulties beforehand, I think I should have hesitated about bringing about the opening of this park. But I feel that all these matters are simply matters of arrangement, and, as I have said previously, with Mr. May to act with me on your behalf, and with the views I hold in my double capacity—with the experience I have learned in my double capacity—I have no doubt whatever that these things will be got over in time. Now, gentlemen, I again repeat, you have paid me the very highest compliment you could, and one which I shall never forget. I recognise that you want me most kindly to be associated with this park, and I accept your offer with the utmost gratitude. (Applause.) And now the only thing for us to do is to settle a date, and you may have my services for any day you would like to have. What I had proposed to do was this. We have not actually received any official intimation yet that the 9th of August is to be Coronation day except by Reuter, but I fancy that will be the case. We have received so far an official telegram about the Colonial troops, asking whether they would be allowed to stay longer, which would plainly show that there is an intention of holding some Coronation ceremony, and therefore I think we may take it for granted that the 9th will be the date. If that were so, I had thought, my wife and I, that it would be very pleasant indeed if we could have a torchlight procession at Government House, with massed bands playing, such as we had looked forward to at the original date of the Coronation; and as that would take place on the Saturday evening I would almost prefer, subject to your approval, that you did not take that day for the opening of the park. I would prefer also that it should not take place on either of the next two Thursdays. (His first Thursday I have to open a military cemetery in the Happy Valley, and next Thursday I am told there is a gymkhana being arranged for by some of the regiments in the place. Therefore, except those days I have mentioned, I am at your disposal any other day, you like to name for this ceremony, which I shall perform with the greatest pleasure and which I shall consider a great honour. (Applause.)

Hon. C. S. SHARP—I am sure it has given us great pleasure indeed to listen to your Excellency's words and also to receive your kind permission. I have been consulting a number of members of the deputation—I have seen most of them—and I would suggest Wednesday week, some time in the evening.

HIS EXCELLENCY—At what hour, do you think?

Hon. C. S. SHARP—I think five or half-past five.

Hon. G. W. F. PLAYFAIR—Half-past five.

HIS EXCELLENCY—Then say we settle upon Wednesday, the 30th, at half-past five. Supposing, however, we had rain that day, which I trust will not be the case, what should we do?

Hon. G. W. F. PLAYFAIR—Have the following Saturday, then.

HIS EXCELLENCY—We might almost put that in the notice—that in case the ceremony had to be postponed it would take place at the same hour on the following Saturday.

This having been agreed to, HIS EXCELLENCY brought the proceedings to a close by saying—Thank you with my whole heart for having come forward in this way. Believe me, I shall never forget it.

A number of Americans who have been in the Philippines for some time are said to be making arrangements to go to the Isthmian canal as soon as work begins.

MONUMENT TO DECEASED SOLDIERS.

His Excellency Major-General Gascoigne on the 24th inst. unveiled a monument in the Happy Valley Cemetery which has been erected to deceased soldiers of the Garrison, and which stands on a plot of ground reserved for the graves of those soldiers who have died in Hongkong. His Excellency was accompanied by Lady Gascoigne, and the interesting ceremony was watched by about a score of officers and an equal number of men, the civilian element, which included the Hon. F. H. May, C.M.G. (Colonial Secretary), and the Hon. W. Chatham, Director of Public Works, being in the majority. The assembly, however, was not large, and probably did not number a couple of hundred. The band of the Royal Welsh Fusiliers was present under Bandmaster Moir, and on the arrival of His Excellency played the voluntary, "Comfort O Lord" (*Crotch*).

The Rev. E. H. Good, H.M.S. *Tamar*, the officiating clergyman, gave out Hymn 225, "Brief life is here our portion," and when this had been sung and a part of the burial service read,

HIS EXCELLENCY said—Soldiers of the Garrison, of all the things in which I have been identified at Hongkong, I think this soldiers' cemetery is the one that gives me most pleasure to feel that I am associated with, and in saying this, pray believe that I do not forget that I have had but a very small part indeed to do with it. It is the soldiers' work, the soldiers of the Garrison. The officers have helped, as the officers always will do in anything that meets the wishes of the men, but it was the soldiers entirely who carried out the thing. Perhaps it may interest some of those who have lately come to the Garrison to know something of the facts of the case connected with the soldiers' cemetery and the memorial I propose to unveil to-day. It was very shortly after I came to Hongkong that I found that the soldiers of the Garrison who were buried in this cemetery were buried in any part of it—any part that happened to be convenient, and not together. Well, I think we soldiers are all alike in one respect, and I think perhaps that the public generally does not quite realise what that is. We soldiers give up our lives to our profession, not certainly for the sake of money; we are paid to enable us to live, but it is certainly not for money that we give our services in the first place; it is for the honour and glory of serving our King and our country. We have to take that service in any part of the globe; we may be sent to a good station and a healthy climate, or to a bad station and an unhealthy climate. It is all in the day's work, and we soldiers, all of us, from the seniors to the juniors, like to feel that when that day's work is over, done to the best of our ability, whether it is a short day or a long day—we like to think, to feel, that we are not buried in a nameless grave, but that we remain green in the hearts of our comrades, that there is some kind of image of which perhaps a photograph could be taken and sent to our loved ones at home. So I thought it would be a very nice thing indeed if we could get a little cemetery reserved to ourselves, the soldiers of the Hongkong Garrison, and I assembled the soldiers together in their different units, by representatives, and I put the matter to them whether they liked the idea, and they one and all agreed to it. Well, just at that point the Legation troubles broke out at Peking, and both I and my staff were up to our eyes in work, and I confess the matter escaped my memory. Months went by, and then—I think it was Colonel Bertie, commanding the Royal Welsh Fusiliers, came to me and delivered a message from the men of his regiment. They said that although the General might have forgotten his promise, they had not forgotten it, and they begged that it might be fulfilled. They were already raising subscriptions, and they were particularly anxious that the matter should go forward. I felt then that there were no grounds for hesitating any longer, and I went to the Colonial Office and to Mr. Chatham, the Director of Public Works, whom I am glad to see here to-day to show the interest he has taken in this matter, and I should like to take this public opportunity of saying to you that Mr. Chatham

at once agreed that a cemetery should be reserved for the soldiers of the Garrison of Hongkong. To some of you it may seem that the little plot of ground on which we stand is rather small, but when you come to see this great cemetery nearly full, and remember that every inch of ground in it had to be cut away from the side of the hill, I think you will all agree that even if the plot is small yet it was generous on Mr. Chatham's part to order that it should be reserved for us, the soldiers of the Garrison. Well then, the soldiers came forward again, and they arranged among themselves to give monthly subscriptions—purely voluntary—in order that every poor fellow who died here in Hongkong should have a fitting memorial raised to him. The soldiers then were anxious to give me a larger sum of money than I felt was wanted, yet the matter has gone on now, and funds have been paid in steadily month by month till finally we had a sufficient sum of money to enable us to put up a larger memorial, which would, as it were, mark the cemetery for all time, so long as it exists, as something reserved for us, the soldiers of the Garrison of Hongkong. Well, we went ahead with the matter, and we got as handsome a memorial as it was possible to get, but when we came to look over the accounts we found we had rather overstepped our bounds, upon which another institution that I am proud to say I am associated with, the Soldiers' Club, came forward and gave us a sum of \$300 out of their own funds, to put us on our legs again. Now, ladies and gentlemen and soldiers of the Garrison, you will not be surprised to hear me say that I am proud of being associated with these two things, the Soldiers' Club, which contributed to this memorial, and our soldiers' grave, as we might call it, when you know that those two institutions have been carried out by the soldiers themselves without any outside help whatever. I know well, from the feeling I have had shown to me in Hongkong, and from the feeling there is for the soldiers, that if I had gone out into the streets to ask for any sum of money I should have got it, but these things concerned ourselves, and I thought it was well to keep them entirely in our own hands, and I am very glad to think that these two institutions have been carried out entirely and completely by the soldiers, and the soldiers only. Well now, we propose shortly just to unveil this monument, which marks, as I say, for all time that here we have a little resting-place for every poor fellow who died here in Hongkong, so that they might feel they were not forgotten by their comrades nor by their country, and, as I say, I am more proud to be associated with this movement than I think I am with anything during my stay in Hongkong. I would very much like now if one of the members of the sub-committee would say a few words just to mark their sense of the thing.

Drum-Major KIRKPATRICK, R.W.F., stepped forward, and after thanking His Excellency for his kind words and for the interest he had all along taken in the scheme, explained that the cemetery was to be reserved for European soldiers of the Garrison who died here, and that their names would be inscribed on the monument, which also bears the names of men who died or were killed in North China and of those who perished in the fire in Tientsin Barracks last year.

The monument was then unveiled by HIS EXCELLENCY, after some slight trouble owing to the red, white and blue cloth which enveloped it catching on the supporting bamboo poles. This slight hitch drew from His Excellency the observation, addressed to Mr. Chatham, "It doesn't come as easily as yours did the other day," the remark applying to the unveiling of the Connaught statue. The monument is of Hongkong granite, stands about fifteen feet high, and is surmounted by a cross. On one side is the inscription, "Sacred to the memory of soldiers who died in the service of their country. *Dulce et decorum est pro patria mori*"; and on another, "This enclosure is reserved exclusively for the graves of soldiers who have died in Hongkong." The other two sides of the monument are taken up by the names of soldiers of the Garrison who died here and in the North.

The ceremony concluded with the voluntary by the band, "Chorele," by Novello.

THE TYPHOON.

At 5.30 a.m. on the 18th inst. the black cone was hoisted at the Tsimshatsui Police Station, on the *Tamar* and on the Kowloon Wharf and Godown Co.'s flagstaff and the typhoon gun was fired. The Chinese craft and launches at once made for the shelter of Causeway Bay and Yaumati, and during the day the Harbour was clear except for the big steamships. At 12.30 p.m. the following warning was issued:—"The typhoon to the southwards appears to be moving northward and likely to approach the neighbourhood of Hongkong. It may pass to the eastward of the Colony, in which case the gale will be from north and west." The black cone was taken down and the black drum hoisted at 2.20 p.m.

Only a week ago the Colony was in hourly danger of being visited by that peril of the China seas, a typhoon, and when it veered off and the sampans and junks came creeping out of their shelter places in the harbour even then it was recognised that the respite might be of very short duration, for we are now in the typhoon season and liable to be visited by one at very short notice. That these fears were well founded has been proved by the experience of the past two days, for the black cone, after displacing the red on the various signal points, was itself succeeded yesterday afternoon by the black drum. Before that, however, the Chinese population on the waters of the Colony had again anticipated the nearer approach of the typhoon and sought shelter behind the Causeway Bay breakwater and at other places where safety was assured. Old hands on the China coast say that there can be no typhoon during a time of heavy rain, but, be that as it may, some of them were apparently disinclined to put their belief to the test, for yesterday quite half-a-dozen outward-bound coasting steamers were lying at East Point waiting for moderation in the weather. The harbour was very rough, and made the crossing of the ferry launches rather difficult; as a matter of fact, passengers at the tiffin hour were warned that there was a likelihood of the run being interrupted. Two sampans were wrecked off Blue Buildings, but it is believed that the accidents were unaccompanied by loss of life.

FERRY LAUNCHES STOPPED.

About three o'clock the harbour became so rough as to make crossing with safety problematical. The *Morning Star* was the last one to leave Hongkong, which she did shortly after three with a fair complement of European passengers on board. As she pushed her way through the water an occasional wave would leap up and wash the upper deck, sometimes even reaching the funnel. However, she reached the other side in safety, but no other of the fleet risked the trip. This cessation of the running was made known to Kowloonites only on their arrival at the Hongkong wharf to catch the usual ferry and as the afternoon wore on a melancholy crowd of ticket-holders collected under the verandah of Queen's Buildings and gazed mournfully across the tumbling waters in the direction of home and dinner and dry clothes. But the launches were safe and snug in dock, and the waiting passengers had to turn away disconsolate.

The harbour presented a very bleak appearance indeed, the pelting rain driving along in a streaky cloud over the swirling, foam-topped waters. The few ships lying at their buoys looked phantom like in the mist as they rolled and dipped in the choppy seas. One of them, the *Airlic*, left her moorings about five o'clock and proceeded to the shelter of K'loon Bay.

On shore the strong, gusty wind blew down numerous barricades, and foot passengers stood in no small danger from falling signboards. Heavy rains fell during the night, flooding the streets in many parts.

LOSS OF LIFE AND HEAVY DAMAGE.

As was only to be expected, the storm which visited the Colony on the 18th inst. did not pass without leaving evidence of its violence in lives lost and property destroyed. As in the memorable typhoon of 10th November, 1900, Yaumati district suffered most severely, for the gale blew straight towards it and converted into a veritable deathtrap the crowded little bay into which junks and sampans had retreated earlier for shelter. Crushing

and grinding together, tossed hither and thither like corks by the buffeting waters, many of this mosquito fleet became wrecks, and although yeoman service in the work of rescue was rendered by the police along the Praya, it is feared that several lives must have been lost. Under Inspectors Gauld and Riley, police from Yaumati and Tsimshatsui, carrying boat-hooks, life-lines, and life-buoys, were stationed at short intervals right along the Praya, and succeeded in bringing ashore many of the unfortunate victims. By way of showing clearly the strength of the gale and the irresistible force of the waves, it may be stated that the river steamer *Hing On*, which was anchored in Yaumati bay, was driven ashore just off the pumping station, this despite the fact that she had steam up and did her utmost to ride out the storm. She at present lies with her stern submerged. When a steamer was unable to face it, little wonder that the native craft suffered so severely.

Yaumati, too, furnishes the only serious accident happening on land—the collapse of two houses, with the loss of ten lives. These houses were situated at 30 and 32, Kowloon City Road, and happily only one, No. 32, was occupied, else the casualties might conceivably have been much heavier. The first floor of No. 32 was used as a lodging-house for coolies and the second as a family house. Fifteen people, all Chinese, were known to be inside when the building fell, and of these five were rescued practically unharmed by Inspector Gauld and his men, who were quickly on the spot. The bodies of the other ten, some of them terribly mangled, were unearthed as the day advanced, the last four in the afternoon. All were removed to the mortuary.

A landslip occurred at Shaukiwan West part of a hillside giving way and blocking the roadway. No lives were lost.

Two unoccupied houses collapsed at Tytan, also without injury to any one.

No. 2 Police Station, Wanchai, reports that in the district patrolled by the officers attached to it a great many young trees planted some time ago by the Afforestation Department have been washed down upon Leighton Hill Road. A considerable portion of the sand composing the hill there had also given way and caused an obstruction on the roadway.

The ruins of Sharp's godowns, Nos. 540 and 542, Des Vœux Road West, which were destroyed by fire last year, were blown right across the roadway, and are now obstructing traffic.

At Chungchow a house collapsed at the height of the storm and one Chinaman was killed by a beam falling upon him.

At Mongkok a water-boat was sunk and one of the crew drowned.

Beyond the destruction of a number of telephone wires, the flooding of streets, and the uprooting of an occasional tree, the damage in the central part of Victoria appears to be slight. The telephone wires which suffered were those in Robinson Road and Des Vœux Road. The match shed at the Star Ferry Wharf was blown down and overhung the guiding pile, blocking the entrance of the launches to the pier and rendering necessary the temporary use of the opposite side for the embarking and disembarking of passengers. The obstruction was cleared by nine o'clock, and workmen are now erecting another match shed. The gas lamp at the pier was also carried away. A scaffolding in Hollywood Road and Lyndhurst Terrace was blown down and killed a Chinese watchman. In Seymour Road a retaining wall and a gas lamp came to grief. A mulberry tree in the compound of the Central Police Station, which apparently makes a point of coming down at every typhoon, fell, and is now awaiting replanting. Uprooted trees are common in many parts of Victoria and Kowloon, as also are damaged buildings in course of erection, and scaffoldings.

A CONSTABLE'S HEROIC ACTION.

We have pleasure in giving publicity to a brave deed performed by P.C. Counsell, of the Water Police. At 1 a.m. on the 19th inst. a junk in Yaumati bay was seen to be in distress. No means were at hand to rescue the unfortunate occupants, five in number, and it seemed that all hope for them was gone when Constable Counsell, carrying a life-line, entered the water, and, swimming as near as possible to the junk, threw the line aboard. By this

means the lives of the five people were saved. It was extremely dark at the time, and the heavy sea and wreckage tossing about on the waves made Constable Counsell's task an exceedingly dangerous one. As it is, the immersion has brought on an attack of cramp, and Counsell is now in hospital. He is the man who the other day dived into the water after three thieves who were escaping in their sampan and who finally took to the water; one of them, it may be remembered, he captured after a struggle. We trust that Constable Counsell's bravery will not go unrewarded, and that steps will be taken to bring it to the notice of the Royal Humane Society.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held on the 21st inst. in the Council Chamber. Present:—

HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, Major General Sir W. GASCOIGNE, K.C.M.G. (Commanding the Troops).

Hon. F. H. MAY (Colonial Secretary).

Hon. Sir HENRY SPENCER BULKLEY, Kt. (Attorney-General).

Hon. A. M. THOMSON (Colonial Treasurer).

Hon. Commander R. M. RUMSEY, R.N. (Harbour Master).

Hon. W. CHATHAM (Director of Public Works).

Hon. Dr. F. W. CLARK (Medical Officer of Health).

Hon. Dr. HO KAI.

Hon. WEI A YUK.

Hon. C. S. SHARP.

Hon. C. W. DICKSON.

Hon. G. W. F. PLAYFAIR.

Mr. R. F. JOHNSTON (Acting Clerk of Councils).

NEW MEMBER.

Dr. Francis W. Clark took the oath and was admitted a member of the Council.

THE CORONATION.

HIS EXCELLENCY—Before commencing the business of the meeting, I thought I would just like to ask your advice, gentlemen, on the forthcoming Coronation which we now know will possibly take place on the 9th of Aug. st. Every step that I have hitherto taken about the Coronation which unfortunately had to be postponed was taken on your advice, and so I should like to go on these lines in the future. The president and one or two members of the Coronation Committee met me this morning and proposed various things and I said I would have the honour of meeting you this afternoon and that would be a good opportunity of consulting you on the matter. Their proposals were as follows: that supposing we learn officially that the Coronation in some form or another will take place on the 9th, which, I think, we may expect, there should be a torch-light procession and a garden party at Government House, and then on Sunday, the 10th, it was suggested that, subject to your approval, the ordinary service in the Cathedral might be turned into a service of thanksgiving for the recovery of the King. I do not see that there would be any occasion to make it a full-dress service as we did before. On Monday, the 11th, it was the Committee's idea that the fireworks that were purchased by them and are still in their hands should be set off—a number of them—and that something of the original programme intended should take place on the Cricket Ground, with, I think, the Chinese fish procession. All these things are now in our hands, and I wanted to know, before I went any further, whether the proposals meet the views of the Council.

The Council unanimously approved of the proposals.

FINANCIAL.

The COLONIAL SECRETARY laid on the table Financial Minutes (Nos. 32, 33, 34 and 35) and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.

The COLONIAL SECRETARY laid on the table the Report of the Finance Committee (No. 8) and moved its adoption.

The COLONIAL TREASURER seconded, and the motion was agreed to.

SANITARY BYE-LAWS.

The DIRECTOR OF PUBLIC WORKS moved the adoption of the Sanitary Bye-laws (Depôts for Cattle, Pigs, Sheep and Goats). He said—The alteration in the existing bye-laws proposed here is very small. The present bye-laws provide for a fee of 25 cents for each pig, sheep, or goat housed for export in the Government depot, and the idea of this bye-law was to obtain a reasonable charge for animals which are designedly housed for export from the Colony. Dealers have pointed out that in some cases the animals were simply housed there and then removed to another part of the Colony. It was felt to be impracticable to adopt any graduated scale of charges that would cover such cases and therefore the charge is now proposed to be reduced to 10 cents from 25 cents; and the word "removal" is substituted for the word "export." These are the only alterations, and I beg to move that the Council approve the bye-laws. The COLONIAL SECRETARY seconded, and the motion was agreed to.

PAPERS.

The COLONIAL SECRETARY laid on the table the Statement of Water Account for the year ending 31st December, 1901; the Supreme Court Returns for 1901; the Report on the Volunteer Corps for 1901; and a paper relative to the rate of exchange for payment of pensions under Wilsons and Orphans' Pension Fund.

THE P.W.D. STAFF.

Hon. G. W. F. PLAYFAIR—Sir, unfortunately I gave too short notice of a question I wanted to ask at this meeting, so I will read it now and it can come up for next meeting:—"To ask the Hon. the Colonial Secretary whether the report of the Commission on the P. W. D. recommending an increase in the staff had been carried out in its entirety, and if not, why not? In view of Mr. Chadwick's report that the Public Works staff is much undermanned in every branch, both technical and clerical, and in view of the fact that the new Ordinances now before the Council will vastly increase the work and responsibilities of the P. W. D. far beyond the requirements advised by the Commission, are the Government making arrangements for a still further increase of the staff?"

NATURALISATION BILLS.

The following Bills were read a first, second and third time and passed on the motion of the ATTORNEY-GENERAL, seconded by the COLONIAL SECRETARY:—A Bill entitled an Ordinance for the Naturalisation of Choy Yan, alias Choy Mun Lan, alias Choy Kwong Sum alias Choy Soke Wah; and a Bill entitled an Ordinance for the Naturalisation of Tsui Tit Shang, alias Sin Kit, alias Sin Shau Leung, alias Sin Yu Choi.

FINANCE.

The COLONIAL TREASURER moved that the Council go into committee on the bill entitled an Ordinance to authorise the appropriation of a supplementary sum of five hundred and fifteen thousand two hundred and twenty-five dollars and seven cents, to defray the charges of the year 1901.

The COLONIAL SECRETARY seconded, and the motion was carried.

On the Council resuming, the Bill was read a third time and passed, on the motion of the COLONIAL TREASURER, seconded by the COLONIAL SECRETARY.

WATER SUPPLY OF THE COLONY.

The ATTORNEY-GENERAL moved that the Council go into committee on the Bill entitled an Ordinance to provide for and regulate the supply of water in the Colony of Hongkong and for the maintenance and repair of the works in connection therewith.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The Bill was then considered clause by clause, and sundry amendments made.

Hon. G. W. F. PLAYFAIR moved an addition to clause 20 that "all accounts for water supplied in excess to be issued within 30 days." He drew attention to the delay which occurred in sending out the accounts and said he saw no reason why a Government Department selling water should be in any different position from a company selling gas or electricity. He believed that the Gas Co. had more meters to attend to than the Government, yet they could regularly send out their accounts within 15 days; there was no reason why a Government

Department should no do it within 30 days, whereas the P. W. D. regularly took three months and the accounts had been known to be four and a half months late.

The CHAIRMAN stated that the complaint would be attended to.

The ATTORNEY-GENERAL presumed that now that publicity had been given to the matter, the amendment would not be pressed.

Hon. G. W. F. PLAYFAIR expressed himself as satisfied and withdrew the suggested amendment.

The Bill was left in the committee stage till next meeting, at the request of the Hon. Dr. Ho Kai.

The Council then adjourned.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the Council the Colonial Secretary (Hon. F. H. May, C.M.G.) presiding.

LABORATORY EXPENSES.

The Officer Administering the Government recommended the Council to vote a sum of \$125.61 to meet, during the current year, the pay of a Chinese laboratory attendant and a coolie for the Bacteriological Department.

Abstract.

Pay for a Chinese laboratory attendant from 10th July to 31st December, 1902, at the rate of \$15 per mensem... \$85.64
Pay for a coolie for the laboratory for the same period, at the rate of \$7 per mensem... 39.97

Total... \$125.61

The CHAIRMAN—This officer only arrived this year, and consequently no provision was made in the Estimates for the necessary assistants in his department; this vote is to meet the necessary expenses.

The vote was agreed to.

THE "PAKSHAN."

The Officer Administering the Government recommended the Council to vote a sum of \$550.40 to meet the estimated cost to be incurred for the hire of two boats and cost of lamp oil to mark the wreck of the s.s. *Pakshan*, from 3rd June to 31st August, 1902.

Abstract.

July and August.—
Hire of two boats... \$372.00
Oil... 7.20
379.20
Expended to 30th June... 171.20

Total... \$550.40

Hon. C. S. SHARP—Won't this be recoverable from some one?

The HARBOUR MASTER—I hope so.

The vote was agreed to.

PUBLIC WORKS.

The Officer Administering the Government recommended the Council to vote a sum of \$57,435 in aid of the following votes:—

Public Works Annually Recurrent Expenditure.

(1) Maintenance of Buildings... \$18,000.00
(2) Do. do. in New Territory... 1,035.00
(3) Dredging Foreshores... 4,000.00
(4) Maintenance of Roads and Bridges outside City... 6,000.00
(5) Maintenance of Roads and Bridges in Kowloon... 3,600.00
(6) Maintenance of Sewers... 4,000.00
(7) Gas Lighting, City of Victoria... 2,400.00
(8) Maintenance of Waterworks, City and Hill District... 19,000.00

Total... \$57,435.00

The CHAIRMAN, by way of explaining the votes to members, read the report of the Director of Public Works thereon.

Hon. C. S. SHARP—I am glad to see that there is to be some additional expenditure on the roads in Kowloon. I believe there have been a good many complaints about the state of the roads over there of late.

The vote was agreed to.

PUBLIC WORKS EXTRAORDINARY.

The Officer Administering the Government recommended the Council to vote a sum of \$92,607.30 in aid of the following votes:—

Public Works Extraordinary.

(1) Governor's Peak Residence... \$9,567.80
(2) No. 7 Police Station... 6,502.20
(3) Taipo Road... 14,648.86
(4) Survey of New Territory... 5,000.00
(5) Kowloon Waterworks Gravitation Scheme... 35,000.00
(6) Police Station, Sheung Shui... 138.44
(7) Widening Conduit Road... 3,700.00
(8) New Shed, Sheep and Swine Depots... 4,000.00
(9) Storm Water Nullah, Mong Kok T'ai... 1,050.00
(10) Public Bath House... 3,000.00
(11) Government Offices, Extensions and Alterations... 10,000.00

Total... \$92,607.30

The CHAIRMAN again read the report of the Director of Public Works on the matter before the meeting.

Hon. C. S. SHARP—May I ask, sir, if it is intended to cover the cost of the Kowloon waterworks scheme out of current revenue?

The CHAIRMAN—So far it is.

Hon. C. S. SHARP—The total cost is about eight lakhs?

The DIRECTOR OF PUBLIC WORKS—\$835,000.

The vote was agreed to.

THE PAYMENT OF PENSIONS.

The COLONIAL TREASURER moved the following resolution:—"It is hereby resolved that all pensions paid in England from the Widows and Orphans' Pension Fund be paid at the rate of three shillings the dollar, the difference between that rate and the rate of the day being made good out of the revenue of the Colony."

The CHAIRMAN—The Council of the Straits Settlements and of Ceylon have adopted a resolution with regard to the payment of their respective salaries, and the question is whether hon. members of this Committee will agree to pass a similar resolution.

The resolution was adopted.

This was all the business.

THE HONGKONG VOLUNTEERS.

The report on the Hongkong Volunteer Corps for the year 1901 appears in the *Government Gazette*. In forwarding the report His Excellency Major-General Gascoigne says: "I here has been a slight falling off in numbers since last year, but in all other respects I have been satisfied with the state of efficiency which has been maintained. But during the past year the Corps has been practically without a Commanding Officer. It was known that one was to be appointed sooner or later, and although Major Chapman took up the Command and acquitted himself to my satisfaction, yet he was only temporarily filling up a gap, and this is not the same thing as having a regular Commanding Officer. Now, however, that Major Pritchard has taken the Command, I expect to see considerable improvement, and I have one or two schemes on foot by which the position and indeed the efficiency of the Corps will be in the future, I trust, greatly improved. The inspection took place in wet weather, but so far as it went, was satisfactory."

The total strength of the Corps was 318 of all ranks as against 366 of all ranks at the former date. During the past season 5 members had died, 87 had resigned, 49 in Colony and 38 on leaving the Colony, 1 had been discharged on medical certificate, 39 struck off as absent from the colony without leave. Eighty-four new members had been enrolled. The Staff, Field Battery, "A," "B" and "C" Machine Gun Companies, "D" Infantry Company, "E" Engineer Company, and the Band now number 6, 77, 56, 51, 43, 54, 25, 6, respectively, as compared with establishments of 7, 110, 41, 41, 57, 30 and 24, respectively.

The discipline of the Corps had been exceedingly good throughout the season. The usual squad, carbine, rifle, company and gun drills and practices had been performed and well attended. Musketry practices had been carried out during the season. Gun practices had taken place, both over land and sea ranges. The New Rifle Range was taken over by the Corps and opened for practice by His Excellency the Governor on the 8th June, 1901. Of 54 non-efficients, 20 of "B" Machine Gun Company had completed the necessary drills owing to the temporary

disbandment in October last, 4 were absent from the Colony without leave, 7 had not had time to complete the requisite number, 4 had not completed the requisite number and would be called upon to show cause why they failed to become efficient, 3 had failed through sickness to become efficient, 16 were out of the Colony, but had failed to notify their departure to Head Quarters and would now be struck off the strength accordingly.

In concluding his report, the Commandant, Major C. G. Pritchard, says:—"Owing to the fact that I left the Colony on July 11th, 1901, and have joined as Commandant since March 31st, 1902, I cannot well make any remarks on the services of the staff, etc., but I should like to mention that I understand that Sergeant-Major Power, all the instructors, and the remainder of the staff have performed their duties in an efficient and satisfactory manner. It will be seen that the total strength of the Corps has decreased in the past year. I attribute this to the cessation of hostilities in North China, but I consider that the Corps is in every other way, except in the matter of numbers, more efficient than it was a year ago, many of those members who have resigned having been of little or no use to the Corps, and I hope that, in the coming season, a still greater improvement will be seen."

NEW BARRISTER ADMITTED TO SUPREME COURT.

In the Supreme Court on the 18th inst. the Attorney-General, Sir Henry Spencer Berkeley, K.B., applied for the admission to the Supreme Court of the Colony, as a barrister, of Mr. Hugh Norman Ferrers. From enquiries which he had made as leader of the Bar here, the Attorney-General said he found that Mr. Ferrers had been admitted to practice before the Supreme Court of the Straits Settlements. As a fact, however, the applicant had not with him the certificate which the statute of admission to the Bar required to be produced, but perhaps his Lordship might see his way, with the powers he possessed, to dispense with the production of the document at that time and admit Mr. Ferrers.

His Lordship said he had read the affidavits which were signed in support of the application, By Section 10 of the Barristers and Attorneys Act, No. 3 of 1871, he saw that it was the ordinary course for a person applying to be admitted to the Bar here to deposit with the Registrar his certificate of call to the Bar; an affidavit of identity was also to be furnished. But there was the proviso always that the Chief Justice might on special grounds and on such conditions as he might think proper exempt for a special period any such persons from complying with the formalities prescribed by the section in question. In the present case the learned Attorney-General was satisfied as to the identity and *bona-fides* of the applicant, and if it were possible for Mr. Ferrers to send and get his certificate his Lordship would avail himself of the last clause of the proviso and admit the applicant to practice here for a specified period of four months, in order that he might in the meantime get his certificate. If he then got his certificate of identity he could go into permanent practice.

Mr. Ferrers then took his seat at the barristers' table, and was addressed by his Lordship, who said that he approved his admission to the Bar of the Supreme Court of the Colony, and extended his congratulations to him, expressing the hope that he had a most prosperous career before him.

Mr. Ferrers, whose affidavit of identity was signed by Mr. Victor Deacon, solicitor, was in Singapore for nearly three years, and during that time practised as a barrister. He is an M.A. of King's College, Cambridge, belongs to Lincoln's Inn, and was admitted to the Bar in England in 1895.

A Portuguese and an Indian who recently deserted from the Macao Police Force, and who were arrested by the police of this Colony, appeared under remand on the 24th inst. before Mr. J. H. Kemp, when an application for their extradition was adjourned till Monday next for proof that the warrant, which bore the signature of the Chief of Police at Macao, had been signed by a judge or other competent magistrate.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on the 24th inst. in the Board Room. Present:—Mr. J. M. Atkinson, Principal Civil Medical Officer (President); Mr. F. J. Badeley, Captain Superintendent of Police; Hon. Dr. F. W. Clark, Medical Officer of Health, Mr. C. McI. Messer, Acting Registrar-General; Lieut.-Colonel Hughes, R.A.M.C.; Mr. E. Osborne, Mr. Fung Wa Chun, Mr. Lau Chupak, and Mr. G. A. Woodcock (Secretary).

LATRINE AT YAUMATI.

Correspondence was laid on the table relative to the suggested erection of a temporary iron latrine at Mongkoktsui, Yaumati.

On the motion of Dr. CLARK, seconded by the PRESIDENT, the erection of the latrine was approved.

PROF. S. SIMPSON'S AND MR. CHADWICK'S REPORT.

The following is the report of the Committee of the Board relative to the joint report of Prof. Simpson and Mr. Chadwick on the housing of the population of Hongkong:—

Sanitary Board Office,

17th July, 1902.

Sir,—We beg to submit the following remarks and suggestions relative to the report on the question of housing the population of Hongkong by Mr. Chadwick and Professor Simpson.

The report summarises many of the recommendations made by the Sanitary Board during the past eight years.

We are agreed that the present insanitary condition of Hongkong is due to surface crowding, sanitary defects in the design of dwelling houses, and by overcrowding of the inhabitants in these houses, and are of opinion, after a careful consideration of the report, that the measures recommended are well calculated to improve the insanitary areas in Hongkong.

Our remarks therefore are mainly confined to the best method of carrying out the recommendations contained in the report.

In paragraph 11 of the Bill, provision is made in the constitution of the Sanitary Board for a Sanitary Commissioner, and we are of opinion by a majority that such an officer should be appointed, but doubt very much whether, if he is to fulfil the duties laid down in the report, he should necessarily be a medical man.

Professor Simpson states in paragraph 29 of his second memorandum that the Medical Officer of Health should be the director and executive head of the staff engaged in connection with—(a) plague work, (b) ordinary sanitary routine work.

The duties of the Sanitary Commissioner would therefore be the carrying out of the larger sanitary questions, detailed in paragraph 31 of Professor Simpson's second memorandum, viz:—

- (1) The distribution of the water supply and its purity as apart from the constructive work.
- (2) The maintenance of the sewerage and its flushing arrangements.
- (3) The laying out of streets, public and private.
- (4) Projecting new streets and scavenging lanes.
- (5) Improving the line of old streets.
- (6) The reservation of open spaces.
- (7) The construction of healthy houses.
- (8) The space to be left between and about buildings to secure free circulation of air.
- (9) The provision of public and private latrines and urinals.
- (10) The abolition of cubicles without windows, and the question of insanitary property.
- (11) Demolishing insanitary property, and reconstructing it on sanitary principles.
- (12) The prevention of the erection of insanitary areas.

These duties, which include the approval of all plans, are more those of a civil engineer than a medical man.

We are agreed that the Medical Officer of the Board should not have a seat on the Board.

We suggest that Sections 45 and 47 should be amended by substituting "the Board" for "the Sanitary Commissioner," as we are of opinion that questions dealing with the rights of ownership should be considered by the Board. This principle is maintained in No. 3 of the byelaws governing the prevention or mitigation of epidemic, endemic or contagious disease, as under this byelaw the Board has the

power of temporarily closing buildings unfit for human habitation.

It is therefore in accordance with this byelaw that permanent closing of basements should be carried out by the Board.

In connection with the byelaw for the prevention or mitigation of epidemic, endemic or contagious disease, we beg to record here that we see no sufficient reason for the proposed alterations of No. 1 of these byelaws.

The Board at present directs its officers to make house-to-house visitations, and defines the district in which those visitations should be carried out, and it is proposed that the Sanitary Commissioner shall have the power to direct any officer to make visits in any district in which he may deem such visitations to be necessary.

It would be necessary under the proposed arrangement to inform the police of the fact that certain districts have been defined, to secure their co-operation, and therefore little time would be saved by the Sanitary Commissioner defining the districts and directing the officers instead of the Board.

Moreover, before such measures are adopted, the whole Board, especially the Chinese members, should have an opportunity of expressing their views, and they should be published before they are enforced.

The proviso to Section 48 should be amended by the addition of the words "other than servants' quarters" after the word "building," as the requirements of 50 square feet and 600 cubic feet for each adult would be sufficient in such buildings. With reference to Sections 109 and 123, the prohibition of lath and plaster walls and ceilings has already been recommended by the Board, and we are of opinion that they should not be allowed in future outside the European reservation area unless with the approval of the Board (or Building Authority).

With reference to Section 146, we are strongly of opinion that at least half of window area required should be made to open.

Plate VIII in the report illustrates the necessity for limiting the depth of a dwelling house, and it is to be hoped that dwellings having a depth of 90 feet without lateral windows will not be allowed to be erected in future.

In this connection we note with regret that the report does not contain a plan of an improved type of domestic building, although it shows clearly that the present designs are defective in almost every particular.

The Board has already expressed its opinion that the best type of Chinese house yet submitted is that designed by the Hon. W. Chatham, Director of Public Works.

Paragraph 23 of the report states that this plan solves the cubicle question, but we are at a loss to understand how it solves this question of external air contained in the last portion of Section 149, as the open space into which the windows from the cubicles lead does not, except in the case of corner houses, extend "the whole length of the wall in which such windows have been made," and therefore the cubicle windows do not lead into external air as defined by the aforesaid Section.

Before quitting this question of external air, we deem it advisable to draw attention to paragraph 18 of the report, which advises limitation of cubicles in corner houses to those which have lateral windows opening into side streets of not less than twenty feet in width. The width of street hitherto required by the Board when granting exemption to corner houses from the provision of backyards has been 15 feet.

The wording of Sub-section 4, Section 149, is somewhat vague. It may be intended to mean that two cubicles are allowed without windows, but it may also be taken to read that if more than two cubicles are erected, all the cubicles must be provided with windows. We agree by a majority to the amount of open space required by Sections 145 and 177, and to the limitation of the height of buildings required by Section 185.

We agree in advocating all the other new provisions in the Bill which have not been specially referred to above.

(Signed) J. M. ATKINSON,
F. J. BADELEY.

A minority report by Mr. Lau Chupak, who was also a member of the committee, was submitted. It was as follows:—

Hongkong, 21st July, 1902.

Sir,—Having carefully considered the report by Mr. Chadwick and Professor Simpson on the housing of the population of Hongkong, I beg to submit that the measures recommended would only partially improve the sanitary condition of this Colony in the immediate future.

I find that, after reviewing our insanitary condition due to overcrowding and sanitary defects in the design of dwelling-houses, the experts recommend the resumption of a very limited number of these dwellings, whilst most of the slums situated in narrow lanes and streets are left to be dealt with by measures as circumstances will permit; with this end in their view, Sections 147, 149, 175, 177, and 185 have been introduced in the Bill annexed to their report.

I submit that these measures are not only drastic and arbitrary, but they are contrary to the principle of British justice and fair play, and also contrary to the object of the petition presented by the ratepayers to the Secretary of State for the Colonies.

The object of the petition, I take it, is the desire to have this Colony put into a proper sanitary condition once for all, and freed from the annual recurrence of plague and other epidemic diseases.

The experts appear to be only dealing with a portion of the insanitary dwelling-houses, leaving a large number of such buildings, commonly called slums, to be dealt with in the future as circumstances will permit.

They have incorporated in the Bill only one part of the Housing of the Working Class Act, 1890, leaving other equally important provisions contained in the other parts untouched.

I venture to say that the introduction of Sub-section B of Section 39 of the English Act would be fair and beneficial in many cases, and that its omission would work hardship on the holders of small lots. This Sub-section reads:—"When it appears to the local authority that the closeness, narrowness, and bad arrangement or bad condition of any buildings, or the want of light, air, ventilation, or proper conveniences, or any other sanitary defect in any buildings, is dangerous or prejudicial to the health of the inhabitants either of the said buildings or of the neighbouring buildings, and that the demolition or the reconstruction and rearrangement of the said buildings or of some of them is necessary to remedy the said evils, and that the area comprising those buildings and the yards, out-houses, and appurtenances thereof, and the site thereof, is too small to be dealt with as an unhealthy area under Part I of this Act, the local authority shall pass a resolution to the above effect and direct a scheme to be prepared for the improvement of the said area."

Sub-section 4 of the same Section empowers the local authority to purchase by agreement the area comprised in the scheme, and Section 41 deals with the question of compensation by arbitration, and so on.

With reference to the appointment of a Sanitary Commissioner, I agree with Mr. Atkinson and Mr. Badeley that should such an officer be deemed necessary, the incumbent should be a civil engineer for reasons stated in their majority report. I agree also that the Medical Officer of Health, as chief executive officer of the Board, should not have a seat on the Board, as in the whole Public Health Acts of England the duties of the Medical Officer of Health are, I find, to carry out the orders of the local authority or board. It is absurd, therefore, that the Medical Officer of Health should vote at the meetings of the Sanitary Board and take orders from it at the same time. The same remarks may be applied to the Sanitary Commissioner, if one is to be appointed.

As regards the abolition of existing cubicles, it will be found to be impracticable unless a scheme can be devised to remodel the existing tenement houses, so as to bring it within the means of the poor to pay the rent and not to inflict heavy losses on the owners or infringe the rights of Crown lessees.

I strongly recommend that where a compulsory sacrifice of land and space is made to meet the requirements of the new Bill, fair and reasonable compensation should be given in every case. Section 155 of the Public Health Act, 1875 reads as follows:—"The urban authority shall pay or tender compensation to the owner or other person immediately interested

in such house or building for any loss or damage he may sustain in consequence of his house or building being set back or forward, the amount of such compensation, in case of dispute, to be settled by arbitration in manner provided by this Act; and Section 308 provides for full compensation to be paid to any person who sustains any damage by reason of the exercise of the powers of the Act, in relation to any matter as to which he is not himself in default, and so on.

I also submit that all damages sustained by any person on account of the destruction of household furniture, wearing apparels, and so on, consequent upon measures taken to combat plague and other infectious diseases, should be made good and compensated.

Section 121 of the Public Health Act above mentioned provides for this, and Section 6 of the Infectious Disease (Prevention) Act, 1891, says:—"The bedding, clothing, and articles shall be disinfected by the authority, and shall be brought back and delivered to the owner free of charge, and if any of them suffer any unnecessary damage the authority shall compensate the owner for the same, and the amount of compensation shall be recoverable in, and in case of dispute shall be settled by, a court of summary jurisdiction."

These measures, if introduced, will mitigate the concealment of plague and other infectious cases and the dumping of dead bodies.

(Sd.) LAU CHUPAK.

The following minute by Mr. E. Osborne was attached:—

It seems strange that when the two sanitary experts, one of them a medical man whose life's study is sanitation and the other a civil engineer, agree in recommending that the Sanitary Commissioner should be a medical man skilled in sanitation, the Committee should proceed to argue that he should be an engineer. I think we should do well to follow the recommendations of the experts.

The conjoint report referred to the Committee defines the duties of the Sanitary Commissioner as being those of "dealing with all nuisances and sanitary defects of whatever nature," while in the memorandum quoted by the committee it is further stated he should deal with official documents bearing upon the administrative work of the Department. All this can best be done, as the experts have clearly stated, by a medical man skilled in sanitary administration.

It would be most undesirable that the duties of the Sanitary Commissioner should in any sense overlap those of the head of the Public Works Department, and I have no doubt the Government will arrange that such of the duties enumerated in par. 7 of the committee's report as belong to that officer are kept distinct from the Sanitary Department, and there is in my opinion much greater likelihood of harmonious intercourse between the two Departments if the head of one is a medical man and the head of the other an engineer, than if both are members of the same profession.

There are matters referred to in this paragraph which solely concern the medical man, such as "the preservation of the purity of the water supply" (apart from constructional work), "the sanitary maintenance of the sewerage," which Mr. Chadwick recommended should be handed over to the Board, "the construction of healthy houses," "the reservation of open spaces," "the provision of public and private latrines," "the abolition of cubicles without windows," "questions of insanitary property," and so on. Professor Simpson has not recommended that the Sanitary Commissioner should either design or construct healthy houses or latrines, etc., but that his advice should be available to the Government and to the Board in regard to these and kindred matters, which the Home Acts recognise as coming within the province of the medical expert. With regard to the question of plans, it will be within the Board's knowledge that all plans for new works have during the past six years passed through the hands of the Medical Officer of Health (as is done, I understand, in the large cities at home), and it surely cannot be contended that it requires a civil engineer to decide whether a certain design is in accordance with the Public Health laws, or whether the house, when erected (under exemption, perhaps, from some of these provisions), will be a sanitary one.

With regard to the bye-laws for the prevention of plague referred to in the committee's report, Professor Simpson speaks very strongly of the necessity for prompt action in dealing with the earliest cases, whether discovered in man or rat, and if the whole of the staff are to stand idle awaiting the fortnightly meeting of the Board the benefits to be derived from prompt action will be lost.

The Board have themselves recognised this fact by delegating, during the recent outbreak, the whole of its powers under these bye-laws to the President and Medical Officer of Health. The Chinese members of the Board should bear in mind that if the Sanitary Commissioner has this power he will probably find it necessary to order house-to-house visiting in only one street and one block of buildings at a time, whereas the Board's resolutions have hitherto covered large areas for the reason that a fortnight must elapse before further authority can be given, unless special meetings of the Board are held. Moreover, the Board has power to amend or revoke these and any other bye-laws, so under these circumstances I think the scheme of the experts should be given a trial.

The following minute was by Dr. Clark, Medical Officer of Health:—

The report which was referred to the committee definitely states that, in the opinion of both experts, the Sanitary Commissioner should be a medical man, and moreover it clearly defines his duties. The committee have, however, gone to an early memorandum, penned by Professor Simpson a few weeks after his arrival in the Colony, and in which the appointment is first made for further information. It is only fair, however, to state that, at that time, Professor Simpson was not acquainted with the very important duties and functions of the Public Works Department in connection with the sanitation of the Colony, and the catalogue of duties which is quoted by the Committee is given by him only to show what important matters lie on side the routine work of the Medical Officer of Health.

It is clear, I think, that the later report, written two months after the preliminary memorandum, and with a better knowledge of the various Government departments already existing in the Colony, and moreover, after due consultation with the engineering expert sent out from England to collaborate with him, contains the more mature opinions on this question, which is merely sketched in the early report. The Board may, I think, rest assured that had Mr. Chadwick thought an engineer was the proper person for the Sanitary Commissioner he would not have hesitated to say so in the joint report which is under consideration, and that as he has not recommended a member of his own profession for the office it cannot really be necessary.

I would like to add that the Sanitary Commissioners in India are invariably medical men—officers of the Indian Medical Service—and their duties are not altogether dissimilar from those which have been so clearly laid down in paragraph 27 of the experts' joint report and in the Draft Bill.

The President minuted: "I did not say that the Sanitary Commissioner should not be a medical man, but that we have doubts on the point."

The Captain Superintendent of Police also said that was his meaning.

The President further minuted: "I agree with Mr. Osborne as to the prompt action which is necessary in dealing with the early cases of plague, but I do not think the power referred to should be conferred on one officer but should be left to the Board or to a committee of the Board to perform."

A letter was submitted from the Colonial Veterinary Surgeon relative to the proposed Public Health Bill.

Also there was submitted a communication from Dr. Clark in which he stated:—"I think that a clause should provide that the individual members of the Sanitary Board are not to be held liable for the actions of their officers and servants, and also a clause limiting the time within which actions can be brought in respect of matters done under this Ordinance and protecting public officers generally, in so far as they are protected at home, from actions in respect of their official duties."

Dr. Clark also recommended that the following addition be made to No. 2 of the Bye-laws for the Importation of Animals in the draft Public Health and Buildings Bill:—"And all animals brought into the city of Victoria for sale or slaughter shall be conveyed or driven at once to the Government depots at Kennedytown."

The PRESIDENT—If no member has anything further to say, I move that the report of the Committee and attached minutes, the minutes of the Veterinary Surgeon and the Medical Officer of Health, be forwarded to the Government.

Mr. OSBORNE—Then we are not asked to adopt the report? Some of us might not agree with it in part.

The PRESIDENT—No. We are only forwarding it to the Government and they will decide upon it themselves. The letter that was sent to us requested us to make any observations on the subject that we desired to offer.

Lt.-Colonel HUGHES—If a Sanitary Commissioner is appointed, are there to be two medical officers?

Dr. CLARK—Yes, the Report recommends that.

The President's motion was agreed to.

THE DAIRY FARM'S PREMISES.

A letter was laid on the table from Mr. A. Gibson, Colonial Veterinary Surgeon, recommending that the premises of the Dairy Farm company, where rinderpest recently broke out among the cattle, be declared free from infection, the outbreak now being at an end.

On the motion of the PRESIDENT, the premises were declared free from infection.

LIMEWASHING RETURNS.

Out of a total of 2,660 houses in the western district of Victoria, 2,427 were limewashed during the fortnight ended 8th July.

PLANS.

Plans were submitted for two water-closets and one urinal in the Hongkong Hotel.

On the motion of Dr. CLARK, seconded by the PRESIDENT, the water-closets were sanctioned and the arrangement of the usual disapproved.

MATSHEDS FOR PIGS.

Because during the hot weather the sun shines so strongly that it affects pigs waiting on the trays to be married before being taken to the cattle depot, certain of the members of the Pig Guild have petitioned the Board requesting permission to erect two matsheds, one on the beach near Cadogan Street and the other in Forbes Street.

On the motion of the PRESIDENT, it was agreed to inform the Government that the Board had no objection to the erection of these matsheds.

HEALTH OF THE COLONY.

The mortality statistics of the Colony for the week ended 25th June showed a death-rate of 16.8 per 1,000 per annum, against 22.1 in the previous week and 35.3 in the corresponding week of last year.

This was all the public business.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At the monthly meeting of the General Committee of the Hongkong General Chamber of Commerce, held at 4 p.m. on Tuesday, 8th July, 1902.—Present:—Hon. C. S. Sharp (Chairman), Mr. W. Poate (Vice-Chairman), Hon. C. W. Dickson, Messrs. F. A. Hewitt, N. A. Siebs, J. R. M. Smith, and R. C. Wilcox, Hon. R. Shewan (*ex officio*), and A. R. Lowe (Secretary).

MINUTES.

The minutes of the last monthly meeting (held 13th June, 1902) were read and confirmed.

NEW MEMBERS ELECTED.

The SECRETARY reported that Messrs. Mounsey & Brutton, solicitors, and Messrs. Alex. Ross & Co., merchants, had been duly proposed, seconded, and elected to membership since the last meeting, subject to the usual confirmation at the next annual general meeting.

STORM WARNINGS.

Read letter, dated 4th July last, to Hon. Colonial Secretary acknowledging receipt of his letter of 21st May informing the Committee that the non-receipt of storm-warning notices issued by the Sicauei Observatory was receiving attention and stating that the Committee would now be glad to know that the Government had

made such arrangements as will ensure a better service of bad-weather warnings at this port, as the typhoon season had commenced and the early notice and circulation of these storm warnings will be of the greatest service to the shipping community.

The CHAIRMAN—We shall no doubt receive a reply from the Government in the course of a few days.

PROPOSED LICENSING OF PILOTS.

Read letter, dated 18th June, written in accordance with resolution passed at the last meeting, to Colonial Secretary, enclosing the report of the sub-committee for the information of His Excellency the Officer Administering the Government.

The CHAIRMAN—This matter is now out of our hands, and we shall no doubt hear from the Government when they have considered the suggestions made.

CHINESE STOWAWAYS TO PHILIPPINES.

Letters were read from Messrs. Butterfield & Swire, Jardine, Matheson & Co., and Shewan, Tomes & Co., in answer to the Chamber's letter of 20th ult., asking for their views on this question. All three replies were agreed that the present penalty was insufficient to deter stowaways from making the attempt, and that when the latter had the assistance of the native crew it was impossible in many cases, in spite of strenuous efforts on the part of the executive officers of the steamer, to prevent them getting through without detection.

The letters from the two last-mentioned firms brought out the fact that the Chinese stowaways afterwards found ashore are frequently the means of a steamer being fined merely on the evidence of the stowaway himself.

Messrs. Butterfield & Swire's letter gave extracts from the log showing the precautions taken on board the s.s. *Kaifong* by the foreign executive officers and the methods adopted by the native crew and stowaways to seclude the stowaways.

A considerable discussion followed, and it was decided to represent this matter again to the Government with a view to the penalties now being imposed on stowaways and their abettors being increased.

It was also decided to publish the correspondence.

CHINESE EMPLOYED WITH FOREIGN FIRMS.

Suggested alterations of the law relating to the above were discussed at the last meeting and deferred pending further particulars. Since then a case in point had been heard at the Police Court on 20th June last in which 12 Chinese Garrison Hospital attendants were prosecuted by Lient. McClay, R.A.M.C. The defendants went on strike as a protest on account of "too much pidgin." His Worship decided that the defendants not being domestic servants, the existing Ordinance was not applicable. They were therefore discharged.

The above mentioned case bears out the Secretary of the Hongkong & Kowloon W. & G. Co., Ltd., that the Chinese clerk or artisan leaves his employment without notice and that the law does not provide any preventative penalty.

A lengthy discussion followed and it was agreed to bring the matter before the Government and ask them whether the law relating to domestic servants could not be made to apply to all Chinese employees engaged by the month or for a longer period, and enclosing at the same time a copy of the letter to the Chamber from the secretary of the Hongkong & Kowloon Wharf & Godown Co., Ltd., of 5th ult., which dealt very fully with this question.

HONGKONG EXPORTS TO U.S.A. AND CANADA.

As decided at the last meeting, a circular letter was written to the shipping lines concerned asking them to furnish particulars of cargoes carried to these countries, to which all agreed.

The SECRETARY stated that the figures would appear in future in the fortnightly market report issued by the Chamber.

NEW CHINESE EMIGRATION ORDINANCE.

Read letter from Messrs. Mounsey & Brutton of 17th ult., pointing out on behalf of the owners of emigration boarding houses in this Colony how the new Ordinance No. 37 of 1901 is likely to affect the boarding-house keepers and by restricting emigration to have an adverse effect on the trade of the port.

The SECRETARY replied on 30th ult. that the Committee recognised the fact that certain provisions of the Ordinance will press harshly

on the Chinese and are calculated to affect the passenger trade, and suggesting that their clients should petition the Government through one of the Chinese members of the Legislative Council and that the Chamber would support the petition so far as possible.

The petition of the Chinese boarding-house keepers was read and it was resolved:— "That the Committee support the petitioners in their views contained in clauses 4, 5, and 7 of the petition in relation to the detention of the emigrant in the boarding-house, and the extra expense entailed on him, for 48 hours, and suggest that this time be reduced to 24 hours."

Hon. C. W. DICKSON proposed and Mr. HEWITT seconded—"That the Chamber should inform the Government they do not support the petitioners' request for a reduction of the security required under the Ordinance, nor did they support the other clauses relating to securities or the proposed amendment of Section 6 by striking out the word 'knowingly.'"

Carried unanimously.

IMPERIAL CABLE COMMUNICATIONS.

Read letter from the Secretary of the London Chamber of Commerce of 28th May last on the above subject, in which are cited the resolutions passed at the Fourth Congress of Chambers of Commerce in favour of all-British cables and State-owned ships ultimately provided for in all future arrangements. The letter contained the summarised recommendations and conclusions of the Inter-Departmental Committee on Cable Communications. The Chamber's opinion was asked on the conclusions of the Committee and whether such opinion should be expressed in the form of a further resolution to be brought forward at the next Congress.

It was decided to adjourn the discussion on this question to the next monthly meeting, and in the meantime to circulate the letter again for consideration and comment.

CANTON RIVER OBSTRUCTIONS.

The CHAIRMAN drew the attention of the Committee to an extract from the *Hongkong Weekly Press* of the 16th ultimo which he read as follows:—"It is officially stated, our London correspondent telegraphs that a clause has been agreed upon in the Special Commissioners' treaty whereby China undertakes to remove within two years the artificial obstructions to the navigation of the Canton River." He said this was a satisfactory statement, if correct, and, to some extent no doubt, the result of the Chamber's representations to Sir James Mackay.

THE RATS ORDINANCE.

The CHAIRMAN said he had noticed that in the printed answers by the Government to the recommendations of Professor Simpson were the following:—6 and 7. Methods of destruction suggested: "Rat poison and rat traps have been used freely, carbolic acid is poured into rat runs. The question of the treatment of ships was referred to the Chamber of Commerce, who were not in favour of taking up active steps in this direction." 13. Systematic destruction of rats on steamers and junks from plague infected ports on the Chinese coast and which go alongside wharves or into dock to be undertaken: "Not yet arranged (see Nos. 6 and 7). Question referred to Chamber of Commerce, who are opposed to the proposal. Sanitary Board has not therefore pressed the matter."

The CHAIRMAN said he had written to Professor Simpson to the effect that this appeared to amount to a reflection on this Chamber and hardly seemed to represent properly the attitude of the Chamber of Commerce on the subject, and read Professor Simpson's reply dated 10th ult., which was as follows:—

30th June, 1902.

Dear Mr. SHARP,—I have looked over the notes you mention and I do not think there is anything which is intended as a reflection on the Chamber of Commerce. The destruction of rats on ships from plague ports would refer mostly to those ships that discharged all their cargo here and to the lighters of the ship from infected ports that only partially discharged their cargo. I take it that the *Rubatina* from Bombay and occasionally a P. & O. would come under this regulation, so would the Indo-China and Apar lines from Calcutta, also Manila and local coasters if discharging their cargo alongside the quay. It would I think be a good thing for the shipping of this port if it could be stated that those ships which took all their

cargo from here had first undergone a process of disinfection for the destruction of rats.

The ordinary rat regulations now in force would be sufficient for all ships in transit which had to come and moor at the quays.—Yours sincerely,

W. J. SIMPSON.

The SECRETARY was instructed to circulate amongst the Committee the correspondence which passed between the Chamber and the Government on the subject with a view to the matter being gone into again.

Meeting then terminated.

CHINESE STOWAWAYS TO THE PHILIPPINES.

We are requested to publish the following correspondence on the above subject:—

Hongkong General Chamber of Commerce,
Hongkong, 18th July, 1902.

Sir,—I am directed to acknowledge receipt of your letter of the 28th May last (No. 1,178) replying to the Chamber's letter of the 13th idem suggesting an amendment of the Ordinance relating to stowaways. In view of the remarks contained in the third paragraph of your letter, from which it is evident the Government considered that the abuse complained of was largely due to the neglect of the ships' officers, and that no penalty had been imposed upon them, the correspondence was referred to the agents of the three principal steamship lines running between this port and the Philippines for consideration and report. I have now the honour to enclose, for the information of His Excellency the Officer Administering the Government, copies of the replies by Messrs. Butterfield & Swire, Messrs. Shewan, Tomes & Co., and Messrs. Jardine, Matheson & Co.

The first named letter, dated 24th June, recites at considerable length the steps taken to prevent stowaways being secreted on board, from which the Committee think the Government will be satisfied that there was no negligence on the part of the officers of the *Kaifong*. Messrs. Shewan, Tomes & Co. mention in their letter, that on the last occasion when stowaways were discovered on the s.s. *Perla* the chief officer was dismissed, which may certainly be taken as proof that negligence on the part of the officers is not condoned.

It seems clear to the Committee that there are persons connected with this business as abettors and abettors who are both able and willing to pay occasional fines out of the large profits accruing from it. A mere fine, therefore, is not likely to prove a sufficient deterrent, and the Committee trust that His Excellency will, after perusing the evidence of the steamship agents, and especially on finding from same the case of an example having been made of a ship's officer whose neglect seemed to have contributed to stowaways being concealed on board (as referred to in paragraph 3 of your letter of 28th May last), reconsider his decision and give instructions for the amendment of the Ordinance in the direction for making the penalty one of imprisonment with hard labour in addition to, or instead of, the infliction of a simple fine.—I have the honour to be, Sir, your most obedient servant,

A. R. LOWE,
Secretary.

Hon. F. H. MAY, C.M.G.,
Colonial Secretary.

Hongkong, 24th June, 1902.

Sir,—We are in receipt of your letter of 20th inst., enclosing copies of various letters for our perusal, in connection with the question of penalties on Chinese stowaways from Hongkong to the Philippines, and asking for an expression of our views thereon. Being the principals in the recent case of the *Kaifong*, and the writers of the first communication to you on the subject, we refrain from entering into a discussion of the matter, further than to state our opinion on the points raised in the Hongkong Government's letter to you of the 20th ultimo.

The Government is of opinion that the foreign executive officers of the *Kaifong* neglected their duty, otherwise such a number as 134 stowaways could not have been secreted on board without their knowledge. The Government, therefore, decline to alter the law as at present established for the punishment of stowaways and those who assist them, until it is proved to

their satisfaction that the foreign executive officers of steamers have done all in their power to prevent the evil.

We cannot do better than supply you with extracts from the Chief Officer's report on the *Kaifong's* case:—

"April 3rd, 3 p.m. Finished loading main ballast tank, had tank lids put on and gave st. redore orders to fill top of tank with cargo, and saw them myself preparing to do so.

"April 4th, a.m. Went down below to have a look round, found all hatches on top of tank. I asked the stavedore if the top of tank was full, and he said it was; they were then stowing cargo on top of same.

"3 p.m. same day. Cargo all on board except a few odd packages and one boat.

"At 9 p.m. I turned in, giving quarter-masters strict orders to call me at once if they saw any sampans come alongside with strange people in them, but they failed to do so, saying they saw no one.

"April 5th, 5.30 a.m. The 2nd engineer came to me and said he had seen a number of strange faces on board and did not think they belonged to the crew. I immediately searched the ship fore and aft, where it was possible to go, but found no one. When the crew and passengers were all back from being disinfected the 2nd officer and myself searched the ship again and found 6 stowaways in different parts of the ship: I got the bosun and quarter-masters and put them all out of the ship, and then made another search but found no more, and, finding such a number, naturally concluded there were no more. The deck was crowded with Chinese. I spoke to several and told them to go on shore and they either turned out to be stavedore's tally-men, or passengers, or friends of same. At the time the doctor was examining crew and passengers I had to send sampans away from the ship's side, and while crew and passengers were mustered on deck officers and engineers searched the ship and could find no one. At 2 p.m. the vessel sailed.

"April 6th, a.m. The Captain came to me and said he could hear voices down the ventilator leading in to main tweendecks. The hatches were immediately taken off and three stowaways were found. The Captain gave me orders to block the door leading out of No. 1 into No. 2 tweendecks up, which was done at once by shifting cargo in No. 2 tweendecks and putting it up against the door.

"April 9th. Heard voices down ventilator leading to top of main ballast tank; searched again but found no one. The Captain then asked me if I was sure the top of the tank was full of cargo and I told him it was, also again asked the stavedore and he said it was properly full. The cargo was then removed from off the top of the tank, hatches taken off, and found there was no cargo on top of tank; searched down below and found tins of hot chow and water. The port tank lid was removed, and in the starboard bunker the engineers found 29 stowaways; searched ship but found no more.

"April 10th. Searched ship and found more stowaways down after between decks, having to come out of their hiding place on account of the heat.

"April 11th. Captain, officers and engineers searched ship fore and aft, but found no more. Going down again on top of the fresh water tank forward could see no signs of anyone having been there, the cargo of flour being stowed right up to the deck. Commenced to pull down cargo and found, three tiers in, a properly constructed room built and full of stowaways, the same as in the after between decks. To build up a bulkhead would take about half an hour, and could be done without anyone knowing, and quite impossible for anyone to find it out without pulling down the cargo. They had plenty of chow with them, biscuits, &c. There was from 150 to 200 tons of space left in the between decks which made it very easy for them to build up such places."

The above, states in detail what steps were taken by the foreign executive officers to discover and eject stowaways from the vessel during the time of loading and prior to her departure from Hongkong. The facts in the report are corroborated by the master of the *Kaifong*, and by the British engineers on board at the time, and we have no reason to doubt their accuracy.

In addition to this we held an exhaustive

private enquiry into the whole affair, and, after careful examination, were enabled to exonerate the foreign executive officers from blame. The fact is, we and they were the victims of a carefully devised plot, in which every native on board the vessel was concerned and an interested party. The native crew number 60; the foreign officers 6. What hope was there of discovering the plot when 60 were working against 6? None whatever, except by chance, and it was purely accidental that the captain's suspicions were aroused on the voyage and led him to institute a search—a hunt from one part of the ship to the other that took three or four days, owing to the connivance of the crew, before the entire lot was discovered.

It was not unusual, in the rush and crush of loading in Hongkong, for deck officers to be so busily occupied in their various duties that they have not time to be continually on the watch against stowaways, and, as the receiving, stowing, and discharging of cargo is under the chief officer's direction, in the hands of a native comprador and stavedore, who form part of the crew and travel on the vessel, nothing is easier for them than to arrange the stowage of cargo, while the officers' backs are turned, in such a way as to leave vacant spaces for the accommodation of stowaways who come on board at night and are secreted away with the knowledge of the quarter-master on watch while the officers are asleep.

We admit that we are to a great extent at the mercy of our native employees, but this we cannot prevent. Force of circumstances compel us to employ native crews, and we would again ask you to urge Government to alter the present law, in order that we may be protected against the conspiracies of our own native servants who would quickly appreciate the risk they run of being concerned in crime punished by hard labour without the option of a fine. We are, Sir, your obedient servants.

BUTTERFIELD & SWIRE.

Agents, China Navigation Co., Ltd.

A. R. LOWE, Esq.,
Secretary, General Chamber of Commerce.

(Copy.)

The China & Manila Steamship Co., Ltd.
Hongkong, 26th June, 1902.

THE SECRETARY,
Chamber of Commerce, Hongkong.

Dear Sir, Stowaways to Manila.—We thank you for copies of correspondence which have passed between Messrs. Butterfield & Swire, the Government, and yourselves.

We quite agree with Messrs. Butterfield & Swire that the penalty for secreting stowaways on board steamers bound to Manila is quite inadequate. For instance, a stowaway may pay as much as \$30, \$400 for a passage to the person or persons who secrete him, yet, should the stowaway be found and sufficient evidence is forthcoming to implicate the "aiders and abettors," the maximum fine which can be imposed is \$500, which they can well afford to pay.

Our steamers are always carefully searched before leaving port and before entering Manila, yet it is a very difficult thing to prevent one or two men secreting themselves somewhere aboard the steamers, especially when there are a big lumber of coolie passengers.

What we most strongly object to is this, that Chinamen are sometimes caught by the secret service people ashore in Manila without papers or passports and when they are questioned as to where they have come from, they may say that they came over as stowaways from Hongkong in such and such a steamer. This appears to be sufficient evidence for the authorities in Manila, who immediately fine the steamer named by the Chinaman even although he was not found aboard by them. We think if a two years' with hard labour, penalty was imposed that it would go a long way to check the stowaway business, if not altogether stop it.—Yours faithfully,

SHEWAN, TOMES & CO.,
General Managers.

P. S.—On the last occasion on which we had stowaways, there were nine caught in Manila who said they had travelled on our s.s. *Perla*. Three said they had travelled over in the cabin store-room, the remaining six said they came in the coal bunkers. On the strength of this we dismissed the chief officer from our service, as we thought there might have been some

slackness in carrying out our orders of having the steamer carefully searched, although we must admit that with many Chinese passengers on board it cannot be easy to detect stowaways.
S. T. C.

Hongkong, 28th June, 1902.

Sir,—We beg to acknowledge receipt of your letter of 24th inst., enclosing copies of correspondence that has passed between your Chamber and the Colonial Secretary relating to the penalties on stowaways by vessels to the Philippine Islands, on which subject you ask us to express our views.

We cordially endorse the opinion of Messrs. Butterfield & Swire as to the inadequacy of the present Colonial Ordinance dealing with stowaways. Such Ordinance no doubt satisfactorily met the requirements of the time of its inauguration, and was sufficient to deal with the cases of minor offences which called for its existence, but we contend that with the acquisition of the Philippines by the American Government there has sprung up in those Islands a demand for skilled labour which has raised wages to a point which tempts Chinese who are prohibited from entering those Islands to go to great expense, and incur any inconvenience and risk of detection to obtain an entry, and we are convinced that they pay large sums to a regularly organised combination to be smuggled in, which combination acts with the connivance and assistance of the Chinese crews and assistants on board the steamers on the Manila run.

We need hardly state that the most strenuous efforts are made by us to prevent the conveyance of stowaways. Our vessels in many instances are searched by detectives lent to us by the Hongkong Police Department, also thoroughly searched by the ships' officers prior to departure, again on the voyage across, and lastly before arrival at the Philippines. Notwithstanding that the occasions on which stowaways are discovered on board our steamers are extremely rare, yet heavy fines have been inflicted on our steamers in instances where stowaways have eluded the vigilance of ships' officers and been discovered on shore by the Manila authorities, and these fines have been paid by us without satisfactory proof being forthcoming to convince us that the offenders had been carried by our vessels. The stowaways on being brought on board either will not or cannot point out the persons who secreted and fed them on the voyage, and the punishment inflicted on those who are brought to justice is not sufficiently deterrent to prevent others making the attempt, proving the lucrativeness of the business to the combination which we feel sure exists.

That more stringent measures are necessary in dealing with such of the culprits as are brought to justice we have no doubt, and we would respectfully suggest that an attempt be made by the Police authorities to get at the men who are the "aiders and abettors" in this nefarious business. Notwithstanding the fact that the full penalty has on several occasions been imposed in the Hongkong Court, the smuggling of Chinese into the Philippines still goes on, and under existing conditions we fear will continue to do so.

It is against the people who make a profit out of the successful, or unsuccessful, smuggling of Chinese as before mentioned that we advocate most severe measures should be taken, and we shall be grateful for any steps that your Chamber may take for the accomplishment of this end.—We have the honour to be, Sir, your obedient servants.

Per pro. JARDINE, MATHESON & CO.,
General Managers, Indo-China S. N. Co., Ltd.
WM. A. CRICKSHANK.

The Secretary,
Hongkong General Chamber of Commerce.

Mr. Eduard C. Andre, the Belgian Consul at Manila, has obtained a divorce from his wife Clementina (née Cabanes). Mr. Cabanes, senior, was well known in Spanish official circles of Manila in the '80's. His daughter was then considered one of the belles of the city. She has now been condemned to pay the costs of the divorce case and the Court has further decreed that she shall deliver up to Mr. Andre, the petitioner, the children of the marriage, and is forbidden from bearing his name henceforth.

THE CORONATION.

We are pleased to announce that, by the gracious command of the King, we shall be able to present our readers with a full descriptive account of the postponed Coronation Service in Westminster Abbey, which will be specially written by our London reporter.

In accordance with a letter we received from the Earl Marshal our representative was supplied with a card of admission to the Abbey for the event which so unfortunately had to be postponed, an honour which we believe was enjoyed by no other newspaper in the Far East and by only one or two of the chief English provincial papers. The report of the ceremony when it is held will leave England by the mail following.

The Duke of Norfolk's letter, which we may mention was unsolicited, is as follows:—

"The Earl Marshal presents his compliments to the London Editor of the *Hongkong Daily Press* and desires to inform him that he has received the King's command to reserve a place at Westminster Abbey for a representative of his newspaper on the occasion of the Coronation of Their Majesties King Edward VII and Queen Alexandra."

We also expect to receive from London a full account of the great Procession as seen from the windows of our office in Fleet Street and from other points of vantage.

Our London manager writes that we have been granted every facility for seeing the Naval Review, Grand Ball, and the local celebrations at Portsmouth and that, besides our local representative there, a special reporter from London will join the Press steamer solely on behalf of the *Hongkong Daily Press*.

THE HONGKONG CORONATION CONTINGENT.

[FROM OUR SPECIAL CORRESPONDENT.]

Montreal, 12th June.

My last letter to you was dated 4th inst from Vancouver.

That evening Major-General Parsons inspected the 66th Regiment, Duke of Cornwall's Rifles (Militia). They number about 200 in Vancouver. We were asked to join in, so at 7.30 p.m. we marched to the Drill Hall, which is a very fine building. The galleries were filled with people who came to see the show. We were inspected with the Rifles. We then retired to the sides while the Rifles went through their movements. After this was over the Indians and Chinese went through various drills. The people were very much struck at the smart way they went about their work. There was a sort of an "at home" after everything was over. We then marched back. We had entrained at 4 p.m., everything being shifted over from the ship to the train.

At 11 a.m. the next day the whole of the Contingent was taken on electric tram-rides round the town. The Mayor of the town accompanied the Volunteers. We stopped at the Boating and Bathing Club where drinks were supplied to everyone. We left Vancouver at 1 p.m. on the 5th. There was a large crowd to see us off and lots of cheering. The Volunteer flag and Union Jack were fixed up on flagstaves at the end of the train, while small flags given to us were placed on all the carriages. The people in Vancouver were very good to us and we enjoyed ourselves greatly.

We arrived here at 1 a.m. yesterday. We have had a very pleasant trip across. Everything was done to make us comfortable. The train was stopped every day either for drill or exercise, once in the morning and once in the afternoon, either for an hour or half an hour, generally the former. In addition to these special stoppages, there were short stops for water or for other reasons, when the men were allowed to stretch their legs.

Fortunately we had fine weather. Rain preceded us. Heavy rains caused several "wash-outs" as they are called. That is, the flood undermines the track so that the rails and sleepers drop when the heavy weight is placed on them. There was an accident through this a couple of days ahead of us where three men

were killed on a freight train. We passed the place and saw the wreck of the engine and truck. One poor fellow was still beneath the boiler as they had not the means of moving the heavy weight. We were delayed several hours at Calgary owing to a "wash-out" ahead. They fixed it up and when we passed there were five trains blocked on the other side. The scenery was magnificent, passing through the Rockies. Snow-capped mountains within a few hundred feet from the track. While at drill we had a slight hail shower which was something novel to most of our Volunteers. We had a five-hours' stay at Winnipeg, where the people were very hospitable.

An inspector accompanied us on the train. He looked after us well. Sort of a boss man to see that we got all we wanted. Crowds always turned out to see us.

Here we have free tram-rides wherever we wish to go. Two theatres were thrown open free to us last night. The people are extremely kind. The men are on the train still but they have quartered the officers in Place Viger Hotel, which overlooks the station.

On the train the Indians came next to the engine, then Chinese, then Volunteers, then kitchen, then Volunteers' officers bringing up the rear. The men are very comfortable and are fed well. The Customs Officials were good to us. Instructions were given so that all our gear, including spirits, cigars, etc., were passed straight through from ship to train. No bother at all. All the C.P.R. officials are most obliging. It is a treat to have anything to do with them.

Friday, 13th June.

Yesterday, 2.30 p.m., the band of the Royal Scots came to the station to fetch us to the Parade Ground. We were inspected by Col. Roy, D.O.C. After the inspection various units were put through drills of all sorts. There was a tremendous crowd to see the show. The Indians and Weibaiwei men were much admired.

After the drills were over, arms were deposited in the Drill Hall and with the band we were marched through the streets to the Baseball Ground to witness a match between Montreal and Buffalo, U.S.A. The march took three-quarters of an hour. Crowds lined the streets, cheering and clapping. It was a grand time.

After dinner, the bugle band of the "French" Regiment came and fetched the men to a smoking concert given by the N.C.O.'s of the various regiments here. The "French" Regiment is composed entirely of French Canadians, very few of whom can speak a word of English. Some of the H.K. Contingent assisted at the concert. Songs were sung by Pte. Heckford, Gun. Leykum, etc., and there was a wrestling match between two Indians and also a song by three Weibaiwei men. A very pleasant evening was spent.

The people here are as kind as can be. The khaki uniform attracts great attention.

We embark at 7 p.m. to-night and sail early to-morrow, a.m.

R. M. S. Tunisian,

Sunday, 22nd June.

We are due to arrive in Liverpool early to-morrow morning. The last notes from my diary were up to the 12th inst.

We embarked on this steamer at 7 p.m., luggage and everything being taken on board. The Contingent are all in the fore part of the ship. They occupy 3rd class accommodation. The Volunteers are well satisfied with their quarters. The cabins take three or four, according to size. The food is fairly good.

We left Montreal at 9 a.m. on the 14th inst. We arrived at Quebec that evening but no one was allowed on shore, as we were only half an hour there. The run down the river was very pretty. We had all sorts of weather—fine, smooth, rough, raw and cold, sunshiny, etc. This is a good sea boat.

There is a large number of passengers on board—194 first, about 25 second, and about 150 third class. We have the Canadian team for the Bisley meeting, Lt.-Col. Barland in command. He very kindly presented our men with a case of whisky.

On the 17th inst. we passed a splendid iceberg. One of the officers said it was about 150 feet out of the water. It was a fine sight.

On the 19th there was a concert given in the second saloon. Several Volunteers contributed,

including Sergt. Wolf, Pte. Heckford, Gr. Lammert, Gr. Jenkins, Gr. Leykum, and Cor. Hancock.

We arrived at Moville, Co. Donegal, Ireland, at 3 p.m. to-day, leaving again at 3.15 p.m. Sir Thomas Jackson disembarked here. We had the following Hongkong people:—Sir Thomas and Miss Jackson, Mr. and Mrs. Clement Palmer, and Mr. and Mrs. Thomas Skinner, (Lt. "D" Co., H.K.V.C.). The Volunteers are in good health and spirits; the trip seems to have done them a lot of good. Usual games, Drill at 7 and 11 a.m.

THE CORONATION NAVAL REVIEW:

AS IT WAS TO BE.

[FROM OUR SPECIAL CORRESPONDENT.]

Portsmouth, 21st June.

It only requires fine weather, which at present we are not having, to make the 28th a record day. The British ships have commenced to assemble at the famous old roadstead Spithead, but in other two days all the vessels will be in their allotted positions and by the 24th all the foreign vessels will have arrived. It may be interesting to note the force that will be present at Spithead on Saturday, June 21st. There will be 21 battleships, 10 1st class cruisers, 13 2nd class cruisers, 2 3rd class cruisers, 1 sloop, 17 torpedo gunboats, 32 torpedo boat destroyers, 7 torpedo boats and 0 training ships, making a total of 113 pennants, whilst the personnel will be 28,981 officers and men. The foreign men-of-war will number 19, and taken in alphabetical order will consist of the following flags—Argentina, Austria, Hungary, Chili, Denmark, France, Germany, Greece, Italy, Japan, Netherlands, Norway, Portugal, Russia, Spain, Sweden and United States, each country sending one ship except Japan, which sends three, and Portugal two, and amongst these there will be 11 admirals' flags flying.

The following naval lieutenants have been told off to the foreign warships, and will remain attached to them until the Review and the festivities connected with it have ended: J. B. Waterlow, of H.M.S. *Magnificent*, to the cruiser *Montcalm* (French); B. G. Washington, of H.M.S. *Mars*, to the c.d.s. *Norge* (Norway); G. T. C. P. Swabey, of H.M.S. *Prince George*, to the *Pobeda* (Russia); J. R. Segrave, of H.M.S. *Pembroke*, G. L. Senior, of H.M.S. *Jupiter*, to the battleship *Illinois* (United States); F. A. Powlett of H.M.S. *Rainbow*, to the *Kaiser Frederick III* (German); W. Henderson, of H.M.S. *Excellent*, to the *Carlo Alberto* (Italy); R. S. Williams, of H.M.S. *Pembroke*, to the Japanese Admiral's Staff; B. V. Brooke, of H.M.S. *Ariadne*, to the *Herl of Trolle* (Danish); J. A. Ingles of H.M.S. *Sutlej*, to the *Don Carlos* (Portuguese); W. L. Williams-Mason, of H.M.S. *Doris*, to the *Carlos V* (Spain); J. L. S. Kirkness, of H.M.S. *St. George*, to the *Holland* (Dutch); R. G. Stone, of H.M.S. *Hyacinth*, to the *Psa a* (Greece); M. L. Hutton, of H.M.S. *Juno*, to the *Szigetvar* (Austrian); G. D. Jephson, of H.M.S. *Niobe*, to the *Chacabuco* (Chile); C. L. Cumberland, of H.M.S. *Furious*, to the *Presidente Sarmiento* (Argentine). Captain J. E. Crowther, R.M.L.I., interpreter in Russian, has been appointed to H.M.S. *Victory* for duty during the Review, and will be attached to the Russian flagship.

Six trains conveying the Royal and distinguished guests will run from London to Portsmouth on the morning of Review day. They are due at the High Level platform, Portsmouth, at 9.55 a.m., 10.5 a.m., 10.15 a.m., 10.25 a.m., 10.45 a.m., and 11.35 a.m., and will run into the Dockyard by way of Unicorn Gate, disembarking their passengers at the North Railway Jetty, where extensive platforms are being erected for that purpose.

Amongst the other events to be celebrated in Portsmouth on Coronation Day, not already announced, will be a banquet in the Drill Hall of the R. N. Barracks to 1,000 men from the foreign ships of war with 500 British seamen and marines as hosts. At the invitation of the Mayor, all officers and men of foreign ships, in uniform, will have the free use of the electric tram cars, free admittance to the Naval and Military Exhibition, International Naval

Athletic Sports on the United Service Recreation Ground on the 27th, and an open-air service on the same ground at 10 a.m. on Sunday, 29th, when the Mayor and Corporation will attend.

Particulars have now come to hand as to how the Coronation Fleet will be moored at Spithead. The Fleet will be organised in sub-divisions as shown in the following list for Review purposes, postal and other arrangements. The letter "S." against a ship's name denotes the Senior Officer of the sub-division:—

Line E.—*Magnificent* (S.), *Mars*, *Prince George*, *Majestic* (S.), *Jupiter*, *Hannibal*, *London* (S.), *Niobe*, *Sutlej*, *Ariadne*, *Furious* (S.), *Doris*, *Pactolus*, *Prometheus*, *St. George* (S.), *Hyacinth*, *Juno*, *Minerva*, *Brilliant*, and *Rainbow*.

Line D.—*Resolution* (S.), *Trafalgar*, *Nile*, *Revenge* (S.), *Anson*, *Camperdown*, *Empress of India*, *Sans Pareil* (S.), *Benbow*, *Collingwood* (S.), *Edinburgh*, *Devastation*, *Hero*, *Conqueror*, *Hawke*, *Immortalité*, *Orlando*, *Narcissus*, *Australia* (S.), *Galatea*.

Line C.—*Severn*, *Melampus* (S.), *Andromache*, *Scylla*, *Retribution*, *Apollo*, *Jaseur Howard* (S.), *Spanker*, *Alarm*, *Skipjack*, *Leda*, *Speedwell*, *Onyx* (S.), *Renard*, *Circe*, *Jason*, *Grasshopper*, *Antelope* (S.), *Gleaner*, *Sheldrake*, *Sharpshooter*, *Seagull*, *Fantome*, *Northampton* (S.), *Calliope*, *Cleopatra*.

Line B.—*Wizard*, *Hunter*, *Hasty*, *Zebra*, *Syren*, *Success* (S.), *Bullfinch*, *Havock*, *Hornet*, *Swordfish*, *Porcupine*, *Sturgeon*, *Haughty*, *Ranger*, *Snapper*, *Roeluck*, *Racehorse* (S.), *Lynx*, *Contest*, *Shark*, *Sprightly* (S.), *Lively*, *Vizen*, *Vigilant*, *Opossum*, *Charger*, *Decoy*, *Dasher*, *Scaflower* (S.), *Martin*, *Pilot*, *Nautilus*, *Liberty*, *Wanderer*, *Delphin*.

Line A.—*Ferret*, *Zephyr*, *Starfish*, *Electra*. Ships in lines D, E, F, are to be 1½ cables apart; in line C, 1½ cables apart; and in line B one cable; the distances of ships apart in column being reckoned from bow to bow.

There are to be eight columns of ships, with 20 vessels in the two principal lines, and 30 in the lines for smaller craft. The main lines are lettered from A to H, the A line being nearest the Portsmouth shore, and H nearest the Isle of Wight. Line A is filled by torpedo-boats and Government yachts, the latter being placed nearest Gillkicker Point. Next come torpedo-boat destroyers. C line consists of second and third-class cruisers and torpedo gunboats, D and E of battleships and cruisers, and F of the 16 foreign men-of-war. After making the tour of the lines the *Victoria* and *Albert* will anchor between E and F lines, between the German and Italian men-of-war, and the King will receive the senior officers of the British and foreign warships on board the *Victoria* and *Albert*.

On approaching the fleet, the *Victoria* and *Albert* will enter the lines between B and C, returning between C and D, and then steering up between D and E, and after rounding the *Oden* at the eastern end of the line, proceed between E and F to the position indicated.

It has now been officially notified that all the British ships will be connected with each other by submarine telegraph cables. Each flagship will be at the head of a group of ships connected by electric cables, and cables will connect each flagship. In the same way the fleet will be in telegraphic and telephonic communication with Horse Sand and Gillkicker forts, and these in their turn will be in similar communication with the Commander-in-Chief's office, Portsmouth. The two forts will be in charge of the Chatham and Devonport signalling staff. A station officer on H.M.S. *Devastation* will be in charge of the Portsmouth signalling staff. These communications are to be maintained from June 29th until the fleet disperses.

Directions have also been given as to the saluting when the King passes in the Royal yacht. All the officers are to form a line on the poop and salute together, afterwards remaining at attention until the whole of the Royal procession has passed. Ships are also to be manned.

We regret to learn of the death of Dr. Sarah Kerr, of the Margaret Williamson Hospital, Shanghai, the lady having succumbed to cholera. Another lady doctor of the same mission hospital is also down with cholera. There have been cases of the same disease at the German Camp.

RUSSIA'S CHANGING POLICY.

[FROM A SPECIAL CORRESPONDENT.]

Port Arthur, 5th June.

As no one supposes that the lease of this part of the Liautung Peninsula for twenty-five years carried with it the slightest intention by Russia of terminating occupancy at the end of that term, it is not news to announce that work here performed could not have been more thorough if Russia had the land in fee, instead of by leasehold. A visit here disposes of certain preconceived notions that seemed well-rooted. If this place were to be reserved as a military and naval station, preparations for a new city, now well advanced, would be difficult to explain. The site of the present town will become a fortress, but the civilian town will be reached as hardly as one may, in any city, cross the boundary that separates adjacent wards, and observation at this time can hardly fail to approve a means of escape from a town altogether so unattractive as the old settlement, where the sun glares, the dust blinds—except when rain chokes the highways with deep mud—and where locomotion at all seasons is so tortuous, odorous, uneven as to madden everyone less callous than the roystering Russians and the nerveless Chinese.

The new town was laid out on modern lines. It covers two miles square and has straight, wide roads, passable exits toward the outlying areas, harbour conveniences suitable for a busy port, and house room for twice the population that could be packed into the present Port Arthur. There will be waterworks and electric lighting. Auction sales in two sections have yielded \$600,000. The cost of laying out the city and supplying it with public works will be defrayed from such sales. The design for the new city looks to develop along lines of peace; and hope expects from the civilian town more benefits to Russia than from the quarter from which civil life is excluded, within the coming year. Dalny, the city which is to spring into the commercial arena, may hardly be characterised as a stalking horse, but calculations would be wide of the mark which assumed that Port Arthur was to neglect everything except fortifications. Whatever the future may hold for Dalny, Vladivostok, or for some seaport near the tip of Corea, this harbour must for some years be the most convenient under Russian control for railroad business, for which quick transit to the China or Japan coast may be required. It is the natural railroad terminus for passengers or freight destined for either of those countries, for while its position may not be superior to that of Dalny, that condition must still be referred to a time ahead, to arrive after the expenditure of from 15,000,000 to 20,000,000 roubles.

Meanwhile the railway will run directly here, as it is doing, and Dalny will be off on a branch line. Vladivostok will doubtless attract a trade of its own, for development in that region seems inevitable, but such development is also ahead, and the connection of railway links in northern Manchuria has relegated Vladivostok to an inferior place just now as a railway terminus. With the Russian bag open at both places, it probably does not much matter which of the two ports shall gather in the greater amount of business, but it may not be too much to say that if the element of nationality did not enter into railroad control, and if this port were in other than Russian hands, a start might now be made which would give any other port hereabouts a long stern chase before it could overhaul Port Arthur. Purpose to mislead need not be credited to the announcement that no goods will enter here except military supplies, for that intention may be entirely compatible with a miscellaneous commercial use for this port, while other ports are fitting themselves to attract business. Assuming that Russia is alive to trade and investment enterprise, it is not to be supposed that Russian capital will idly await the completion of railway or municipal conveniences at a time when outside energies are heading this way.

Russian advantages in transportation, in seaports, and in prestige among the natives, would probably be secure enough to excuse

ordinarily a belated entry into business competition; but since Russia's work here has been mainly political, with strong military bias, the field now approached is untried, and the Russians show no disposition to waste time before familiarising themselves with it. Hence the advantages that are obvious may be offset by those not so clearly definable, and Port Arthur seems likely to apply itself to commercial growth, even if the ultimate motive may be only to acquire tangible trade and investment possessions which later on may be passed over to ports specially devised to carry on or to control such lines of development.

Port Arthur has relied on Japan for coal, and on the United States for railway iron and supplies, flour and various provisions. These goods could not be brought overland and the meagre agricultural and mineral returns from the interior forced the port to a choice between hauls from Japan and the Pacific coast of America, and those from Odessa. Railway construction has made accessible agricultural districts and coal and iron-fields, in Manchuria and the outlying region.

There is one point on the railway, not far from Mukden, where native miners have brought coal in carts, a distance of fifty miles, and sold it at two dollars Mexican, or less than four shillings, per ton. It has lacked uniformity of quality, for the miners rarely sorted it, but some of the best is said to rank with Cardiff coal, and all of it is marketable. Timber four feet in diameter has been brought out of the same district. Various prospectors have lately gone into the district, and reports from them, while intended for general information, bear out native tales of great mineral wealth there. The richness of the coal-mines worked by the China Engineering and Mining Co., across the Pechilhi Gulf, invests with plausibility all surmises that lands in Manchuria and elsewhere, which the railway approaches, will respond abundantly to exploration. Iron ore may now be brought almost any distance overland, at rates to compete with cost of freights over the Pacific, if Russia should decide that home products must be used to shut out rivalry.

A problem of some magnitude presents itself in this connection, for this port has been customs free and plans have always contemplated a free port at Dalny. That arrangement seems likely to induce trade away from China ports, where the five per cent. tariff rules. Apparently, it was thought, in the first instance, that no barrier would be raised against the transit by rail of such free goods into China. There is no sign yet of a barrier, but the device has worked scarcely at all against China, while it has enabled buyers for the territory back of Vladivostok, a high tariff port, to get goods in by Port Arthur much more cheaply than could Vladivostok merchants who brought in goods in the regular way, paying the Russian duty at Vladivostok, and finding sales impossible, except at a loss, because of the alertness of their competitors in using this place as a free port of entry. Since the government must wish to prevent embarrassment to Russian merchants from this cause, the free port plan may not work. It is, of course, desirable to favour the importation of Russian goods of all kinds. If such goods be brought by sea, charges must be so much greater than the trans-Pacific rates—and the rates across from Japan—that the goods could not compete in price with goods similar in quality from the United States and Japan. Should shipments come by rail, the cost of long haul, and the confusion incident to separation of consignments, so that Siberia might escape taxation, to be imposed south of the accepted Russian boundary, would add to cost already as high as in China for many products, and higher than for others, and practically close China markets to imports and defeat the main purpose in opening the Liautung harbours.

It has been suggested that a customs tax be imposed here and at Dalny, with preferential rates for Russian goods; but such a measure would contract the market rather than expand it, and throw burdens on trade in general that could not be borne with any prospect of continued development. A mis-step might provoke serious detrimental results and yet risk must attend any measure of adjustment. There is present occupation for a fiscal genius

n disentangling this skein. If they could, the Russians would like to eat their cake and have it too. They wish to push their business far into the North. Railway, bridge and dwelling construction must consume an enormous amount of iron products and railway equipment. They hope to enjoy the proceeds from coal, iron ore, and a variety of mineral resources of this rich land; to supply the market with cotton prints and other cotton goods made in Russia, and to grow in Siberia and Manchuria wheat which may be ground in local mills.

If in these lines they may hew the way and so establish a leadership which only superior energy can wrest from them, they will do their utmost to meet with strength and skill all competition which they may encounter. To this end they encourage colonisation, realising that the contest for commercial supremacy is to be decided by peaceful means, and yet with no less care and effort than they have given heretofore to activities employed for armed aggression and defence, they appreciate how valuable a sturdy yecmancy may be in the furtherance of their purposes. With Russians scattered in all directions, interests of that land will have the best possible upholders.

Thus while it will not be expedient to oppose hereabouts, by measures seriously offensive, incursions by others in trade, investment or exploration, and while exception cannot be taken in any quarter to the use of agencies everywhere recognised as legitimate, Russian interests may become so important, should results turn out as planned, as not only to begin entries on the credit side of the national books, against military debits, but also to justify here and along the frontier further expenditures to hold securely all that may be gained, and lay foundations for the future. Newchwang is off the main line of railway. It is not a port to be respiced commercially, but in the scramble for foreign trade here, Russia stands in no worse place than any foreign bidder, and therefore may capture quite as much trade as any of the other applicants get. That port seems slated in any case, in the free-for-all list.

The Siberian railway may have had its inception in thought of military transportation. In its present stage it is as inadequate for that service as for any other demanding speed and efficiency in operation. The only travel yet possible by all-rail means is that which venturesome spirits, able to shift for themselves, and toughened as for a campaign, may take for an experience worth remembering. Most of the trips made overland were by the Amur River route, which has been superseded by no more expeditious and much more trying travel over the newly connected rails which bring Port Arthur nearer in time to St. Petersburg than is Vladivostok.

From present appearances, the line will not become efficient for military use as soon as for general travel, and the time for the latter is not definitely calculable. Thus for the present, at any rate, the road will be viewed as much better adapted to commercial than to military call, and improvement will doubtless look for a long time to satisfying a limited patronage, such as passenger travel and odd freights, rather than to providing means for the rapid transfer of bodies of troops. A quicker and surer way of landing men and ammunition is by sea transport.

With the railway establishment, a telegraph service has become operative which presents drawbacks of a crude order but which answers commercial requirements fairly well, and induces business at the comparatively low rates at which it carries messages—the cost per word being 10 kopecks, or five cents gold, to Manchurian points, 15 kopecks to points in Russia, 59 kopecks to London, and 98 kopecks to New York; ocean cable rates having been from here \$2.80 (Mexican) per word to London, and \$3.30 to New York. However sceptical observation may be as to the real purpose of the railway and telegraph, the creation of a fleet of twenty or more ships, for a coasting trade over a route from Shanghai to Vladivostok, touching at this and other northern ports, and at points in Japan, will hardly be charged to other than commercial account. Two ships in the fleet make 16 knots per hour, a speed not approached by any other port in the coasting trade.

Port Arthur as a town remains as good a

specimen of dirt and ramshackle dinginess as it was before the Russians occupied it. Their work on it has not been intended for the public eye, or for other than military and official information. With an attractive new city in the hollow of the sheltering hills, the old blot will disappear or be covered by the wall of a fort. That will be a distinct gain for decency whatever may await the civil port in commercial line.

NEW POSTMASTER.

The appointment of Postmaster-General at Hongkong has been given by the Colonial Office to a Straits cadet, Mr. L. A. M. Johnston, Collector of Land Revenue. This will naturally surprise many people, as it was generally anticipated that the appointment would be given on merit, and in that case would fall to Mr. E. Cornwell Lewis. This officer was acting Postmaster-General whilst the late Captain Hastings was absent on leave, and after the latter's decease Mr. Lewis again took up the full responsibility. It will be to the credit of the Acting Postmaster-General that amongst other reforms he effected, he was responsible for the much-needed improvement of the branch at Shanghai, which alone should have secured his promotion. He has given great satisfaction to the community by the prompt handling of mails, and was a worthy successor to the late Captain Hastings. The claims of Mr. Lewis have, however, been passed over, although he has an honourable record in the West Indies, and has successfully discharged the full duties here. Promotion on merit, which has been recommended for the Army, might well be applied to the Colonial Service.

Referring to the appointment of a new Postmaster-General for Hongkong, the *Straits Times* says:—We hear that Mr. L. A. M. Johnston, who has acted as Postmaster-General here during the absence of Mr. Trotter, and who is now at home on leave, will come out to Hongkong as Postmaster-General in place of Commander Hastings, deceased. Mr. Johnston, whose substantive post is that of Collector of Land Revenue, has had considerable experience of postal work in this Colony. His leave expires in April next. His removal from Singapore will create a vacancy in the commissioned ranks of the Singapore Volunteer Artillery.

THE SINGAPORE MURDER.

On the 19th inst. at Singapore, Josef Gouin who is charged with the murder of a ricksha coolie at Tanjong Pagar, was brought up on remand before Mr. Beatty. Inspector Howard conducted the enquiry. The defendant was not represented. Mr. Felix Houment of the French Consulate acted as interpreter. The defendant stands charged with the murder of a ricksha coolie, Kan Sam On, at about 3 a.m. on the 6th inst. on the Keppel Road. The prisoner was supplied with a chair in the dock and he received the incriminating evidence with apparent calmness, showing keen interest in the proceedings but never proffering to question the witnesses who spoke for the prosecution. He sat pale and unmoved, his sallow complexion contrasting with a dark brown moustache and black hair. He appears to be about 35 years of age, and wore a soiled white coat and khaki trousers. Dr. Fraser, house surgeon, General Hospital, was the first witness heard yesterday. He deposed to the prisoner being taken to him by D. S. Frayne, and on arrival, accused's clothes were found to bear dry stains of blood. There were blood stains on the front and back of both his hands. The stains were dry. After other evidence, the case was adjourned till the 23rd, when the accused will probably say something in his defence.

On the 7th inst. the French cruiser *D'Entrecasteaux*, with the Rear-Admiral on board, arrived at Chefoo from Nagasaki. On the 8th idem, the German cruiser *Hansa*, with Rear-Admiral Ahlefeld on board, arrived at Chefoo from Tsingtau. On each occasion a salute of the other nationalities was fired. The Chefoo forts are unable to return a port salute, says the *N.-C. Daily News*, as there are less than six guns in each fort.

ENTERTAINMENT AT KOWLOON.

The black cone has much to answer for, seeing that it deprived a good many Hongkongites of an evening's enjoyment which they might otherwise have indulged in at the Institute in Kowloon on the 17th inst. The Misses Holmes had very kindly organised a concert and farce in aid of the funds of the Institute, and those who did brave the tempestuous weather were rewarded for their pains. Considering the climatic conditions, the audience was much better than might have been expected, but to give those who were unable to face the warring elements a chance of enjoying the good things provided, the entertainment will be repeated this (Saturday) evening at 9 o'clock. Part I consisted of vocal and instrumental music, Part II of a farce entitled *Poor Pillicoddy*. Stress of weather prevented Messrs. Hay and Silk from fulfilling their engagement, so the opening item was a flute solo by Mr. Grey. Mr. Falmer sang "The Flight of Ages" with much taste, responded to an encore, and subsequently filled a vacant place on the programme. Miss Holmes proved a great success as a banjoist, her rendering of the "Apollo March" being so vociferously applauded as to necessitate an encore. "Three Little Maids," in character, by Miss Grey and the Misses Holmes, was so much appreciated that these ladies kindly consented to reappear. Mr. Grey and Mr. Ireland also sang solos which called forth the approval of the assembled company. It would be almost impossible to speak too highly of the creditable manner in which Part II was carried out. All performed their parts well; great pains had evidently been taken in the preparation of the piece by all the performers. *Mr. Pillicoddy* was well impersonated by Mr. H. K. Holmes; Mr. Grey made an admirable Captain O'Scuttle, a "marine monster" of the old school; Sarah, maid-of-all-work, was taken in splendid style by Miss Holmes, while Miss Ida Holmes played the difficult part of Mrs. O'Scuttle with great histrionic ability. *Mrs. Pillicoddy* was ably represented by Miss Grey. It is hoped that many will avail themselves of the opportunity afforded to-night of judging for themselves of the excellence of the entertainment—provided the weather permits. By so doing they will spend a pleasant evening and assist a deserving institution. Mr. Moberly acted throughout as accompanist.

The entertainment was repeated with great success on the 18th inst.

HONOUR TO MR. E. H. SHARP, BARRISTER-AT-LAW.

Mr. Ernest Hamilton Sharp, barrister-at-law, Hongkong, has, we understand, been appointed King's Counsel. We heartily congratulate Mr. Sharp upon the distinction that has been conferred upon him. Mr. Sharp is an M.A., B.C.L. of Oxford. He was admitted a member of the Inner Temple in November, 1887; was called to the Bar on 22nd April, 1891; and practised for three years in London and on the Midland Circuit before coming to Hongkong in 1894. During his term of practice in the Colony Mr. Sharp has made himself known as a clever, painstaking lawyer, a keen debater and an able pleader. He was a member of the committee lately appointed to revise the Code of Civil Procedure. We regret to state that Mr. Sharp was confined to the house by an attack of fever on the 22nd inst.

Before proceeding with the business of the Supreme Court on the 23rd inst.—an appeal against a decision given in Chambers was down for hearing—the Hon. W. Meigh Goodman, Chief Justice, congratulated Mr. Sharp on his promotion to be King's Counsel, and remarked that owing to the construction of the Court here, there being no Inner and Outer Bars, it would be impossible to go through the formality of calling Mr. Sharp within the Inner Bar. The new K.C. bowed his acknowledgment, and the business of the Court commenced.

The poisoning of French soldiers at Chefoo through eating shell-fish is more serious than at first reported. Twenty or more were taken ill and three have died.

THE CHEFOO CALAMITY.

A special Chefoo correspondent writes as follows to the *N.-C. Daily News* under date 8th July:—

The chief topic of the last few days has been the deaths, one might say tragic deaths, of the popular little fellows of the C. I. M. School who, by nothing more nor less than misadventure, have been cut off from their parents and companions.

Wild rumours, of course, were soon in rapid circulation on receipt of news and many causes assigned to account for the sudden illness and deaths of the boys. The one most generally accepted is that of poisoning from the effect of bad meat, and this is confirmed by the doctors here. It appears that the ice-chest in use at the School is divided into two compartments, a higher and lower; the food is kept cool by ice in a tube running down the centre of the chest through both compartments. The ice is put into the tub in the morning, and during the day may of course melt, ultimately leaving the upper compartment void of ice. It appears that last Saturday six chicken pies were made for the Sunday evening's meal, four being placed in the lower compartment and two in the upper. Sunday was a very hot day, one of the first of real summer experienced in Chefoo this year, which would account for the speedy turning of the pies not thoroughly protected by ice. Both masters and boys ate of the pies at the various tables, but only those who ate of the two pies placed in the upper part of the ice chest, it is assumed, have been stricken down. The first victim was Gershom Broomhall, aged 10 years, who died within four hours of the meal. From thence on it was a scene of death, the boys dying in the following order, though not with the suddenness of Broomhall, whose end was the most rapid of all.

The names and ages are:—

Gershom Broomhall	10 years.
Worth Fitch	10 "
Marit Sanstedt	12 "
Nicholas Gray	13 "
Norman Gray-Owen	12 "
Hugh Gray-Owen	14 "
Stewart Kay	10 "
Howard Fische	11 "
Herbert Parry	16 "
Claude Hartwell	10 "
Norman Whitefield	10 "

Added to this list must be the little Morsen, step-son of Capt. Muir, of the *Pechili*, and his was a very sad case. The *Pechili* was in port, and the little lad went aboard and was to have taken a trip to Swatow on the boat when he was taken sick; he was conveyed to the General Hospital, where, despite all efforts, he died at a quarter past two yesterday (Tuesday) afternoon. He was buried this morning. There is now only one very serious case, that of Cyril Molloy who was suddenly taken ill this morning at 3 a.m. He was apparently in excellent health, and was had been sent to advise no further cause for anxiety. His condition is critical. Frank Parry, brother to the one who died and who was almost given up, is better, and it is hoped he will pull through. The only other with any serious symptoms taken seriously sick also since last night's wire is Cyril Newcomb, the little son of Capt. Newcomb, of the (C. N. S.) *Chihli* but it is hoped he too will get over it. There are two or three others in bed, but not seriously ill, and it is thought a great deal is due to fright on their part.

A word as to the nature of the disease will not be out of place. At first it was thought to be cholera and I believe this was wired to Shanghai, but it is now generally agreed that death is from ptomaine poisoning, the result of eating bad chicken-pie, the poison traversing the body until it reaches a vital part. The first symptom is vomiting, after which the temperature falls to 95 deg. from which it can rarely be got to normal. The body gets colder and colder and cramps manifest themselves in feet and legs. There is usually one violent diarrhoeic evacuation of the bowels of exceptionally bad smell and unusual colour. The face becomes much drawn and emaciated, the eyes enlarge and slightly protrude; and the patient ultimately becomes unconscious, passing away quietly. After death the body presents the appearance of having been sick for months, so drawn is the facial skin.

Too much praise cannot be accorded to the Principal and his wife, Mr. and Mrs. Ebe Murray, for their untiring efforts during the last few days. Everything that was possible was done, and regardless of rest they worked with the others almost unceasingly. Trained nurses and doctors, who brought with them sterilised ice for the boys, were obtained from the American men-of-war in harbour, and Dr. Guest, of the U.S.S. *New Orleans*, and his staff have watched all through the night to relieve the Mission doctor, Dr. King. As each boy died, or was taken sick, cables were sent to the parents. Full details were also furnished by telegram to the C. I. Mission, Shanghai. Indeed, everything possible was done. Mr. Murray invited and listened to every suggestion, and further requested enquiry.

Last evening the British Consul and the Chefoo jurymen visited the School. They identified the bodies remaining (many having been buried), and requested a post-mortem examination where possible. The internal organs of one boy are forwarded to Shanghai for expert opinion. Other than furnishing data for Shanghai in a report forwarded there and the opinion that "death was from misadventure," nothing was declared. A word of credit is due to Dr. King of the Mission; Dr. Guest, of the *New Orleans*, an expert in microscopic examinations, has confirmed Dr. King's opinions.

A few parents desire the bodies of their lads sent to them at various local places, but the permission of the Consul is waited for before this can be done; the other boys have been buried and there were sad scenes at the graveside; sisters in the neighbouring school having lost brothers, and parents, who have arrived, viewing the last of, in many cases, their only sons. The disease is neither contagious nor infectious and there is no need to fear for the remaining boys in the School.

A portion of the stomach of the late Harry Gray Owen, one of the victims of the Chefoo School poisoning fatality, arrived in Shanghai on Friday evening by the C.N.S. *Taiwan*. An analysis of the contents of the stomach was commenced at the Municipal Laboratory on Saturday afternoon, under the supervision of Dr. Stanley, the Health Officer, and Dr. Macleod, and was attended by several local practitioners.

A telegram of date 13th July to the above journal says:—The five boys who recently showed poisoning symptoms were, after a time, transferred to the General Hospital, namely, Frank Parry, Edgar Derault, Archie Orr-Ewing, Cyril Newcomb, and Wallace Squire. To-day all are pronounced quite out of danger, and three are able to leave their beds. Two other boys, John Reid and Harry Faers, have been suffering from ordinary summer diarrhoea, and not from poisoning as at first thought. They are being carefully nursed and are better. An impressive memorial service was held at St. Andrew's Church this morning, at which all denominations were represented. A similar service takes place this evening at the School. Since the above was written a twelfth victim, Cyril Molloy, has succumbed, while the result of the analysis shows cholera, not ptomaine poisoning.

PEKING.

Peking, 9th July.

THE RESTORATION OF TIENSIN.

Chefoo proposes to occupy his time while waiting for the provisional government to be given over in digging a well in the Hatamen for the benefit of the people. He is en route to Shantung, where he is governor, but is using his good offices for the benefit of Yuan Shikai and proposes to remain here until the Viceroy comes into possession of his own at Tientsin. He will have plenty of time to dig the well if he begins it now, because the Ministers and Commanders at Tientsin would rather take a summer vacation than settle their differences. "We do not want to have anything interfere with our dinner parties," said one minister. And so the solution hangs fire. The Commanders will doubtless have to modify their military conditions, as, though entitled to exercise their judgment in this matter the Ministers oppose and they will also have to forego ministerial approval of the fifteen or

twenty franchises which the Provisional Government donated to interested parties, for the good of Tientsin, Chihli and China, we all know—but it looks bad, boys, it looks bad.

CONCERNING RELIGIOUS AFFAIRS.

Mr. Timothy Richard has aroused the ire of missionaries by being called "General Manager of things connected with the Protestant Church" in China, by the Throne. They have no objection to his being called wise and good but they think he is responsible for such a grave mistake and that it is up to him to correct the error of the Wai Wu Fu's ways in this respect and to apologise to the various missions. The Chinese official has the greatest weakness for regulating things and the genus Wai Wu Fu has spent days recently never flinching under a temperature of 112 deg. Fahrenheit in the dog-house where the Tsungli Yamen used to be, toiling away on Regulations to prevent converts and missionaries from outraging Chinese officials of the Dragon Throne. Bishop Favier has been consulted in this matter and a special edict names Dr. Timothy Richard as one specially qualified to assist them.

This is regarded here as a great honour to him, the only detraction being the error referred to above which is looked at seriously, to say the least, by the missionaries.

CHOLERA.

Cholera of a relentless kind is all about. When it appeared here requests for remedies come in from a place twenty-five or thirty miles west of Peking, in the hills. It is now hopping about in the city: some say it is abating, some increasing. It is not too much, probably, to say, that hundreds are dying daily from this dread disease, while in the country cities, Pao-tungfu, Tungchow and elsewhere a proportionate mortality exists.

THE NEW CITY GATE.

The water-gate, now completed by the Royal Engineer, has been formally turned over to the Germans and Americans who will jointly or alternately guard it, relieving the Chinese railway police of this duty. The Germans have put an iron picket fence on top of it to cut off their section of the wall reaching east to the Hatamen.

THE AMERICAN TARIFF COMMISSIONER.

General Sharretts, the American tariff specialist, is here. You have seen him in Shanghai. There are probably more tariff experts in America than any place else in the world. Tariff has been the inspiration and intuition of millions of Americans. They are bred and brought up on it and have been for thirty years. When you find an American who knows the tariff business he generally knows a good deal. This is probably true of General Sharretts for it ought to be. He will call on Prince Ching and having attained thereby all that is worth living for he will go unostentatiously back to America and his tariff work will be forgotten. General Sharretts is far too modest, otherwise he might be a successful politician.

MORE TROUBLE IN MONGOLIA.

There are more rumours of trouble with bandits in Eastern Mongolia. General Ma Yukun was supposed to have bought them off, paid the insurance to safeguard his soldiers and settled things as long as he might remain there. But there must have been a screw loose somewhere.—*Mercury*.

PAKHOI.

[FROM OUR OWN CORRESPONDENT.]

Pakhoi, 15th July.

THE TYPHOON.

We were visited by a typhoon on the night of the 12th-13th instant. The previous day the sky presented a somewhat gloomy appearance, the sun being scarcely visible, and passing showers were the order of the day, but the barometer did not indicate the approach of bad weather. On the afternoon of the 12th, a violent rain squall was experienced, and it was shortly afterwards that the glass began to show a falling tendency, but not until between 8 and 9 p.m., however, that the wind began suddenly to increase and with such force that no doubt was left in the mind of any one that a violent gale was rapidly approaching us. The wind continued to gain strength, progressing all the time, until the early morning when the typhoon appeared to be at its height. About 9 a.m.

on the 13th, the wind began gradually to decrease, and by noon the gale seemed to have spent itself out. The lowest reading of the barometer during the storm was 29.45. The wind began to blow from the north-easterly direction which continued throughout the night, and early in the morning it veered to the south-east. The damage caused by the gale was not of much importance. A few less substantially built native houses fell down, and the destruction of a great number of trees was observed. Several telegraph-poles were pulled down, rendering communication with the Limchow station, and consequently with the world at large, to be interrupted. Afloat, however, the damage was more severe and accompanied by loss of lives. A passage-boat from Limchow is reported to have foundered with all hands on board. Some half a dozen fishing junks are also reported to have been lost outside the harbour during the gale.

STORM-SIGNALS NEEDED.

Considering the great number of junks which belong to this port engaged mostly in fishery, and the lives of the crews placed in jeopardy in stormy weather, it would not be over-humane if a system of storm-signals could be inaugurated by the Imperial Maritime Customs for the benefit of the poor sea-faring section of the inhabitants, whose only knowledge of the approach of foul weather in most cases consists in their long experience, or acuteness in observing the sudden change of hue of the sea-water or of the sky, or some such illusory means.

DESTRUCTION OF TREES.

As the typhoon has destroyed a great number of trees, the *loong-ngan* trees in the neighbouring villages have suffered more or less with the rest; and as the fruit was just about to be gathered when the typhoon came and destroyed them, there will be little or nothing of *loong-ngan* pulp available for export this year, which in former years represented one of the principal products of this country, to export to Hongkong and the northern ports of China, where its value, both as medicine and as a delicacy, is well known.

DEATH OF FRENCH CONSUL'S SON.

Monsieur L. Flayelle, French Consul here, had the misfortune of losing his youngest son—a boy of scarcely fourteen months old—on the morning of the 10th instant. The funeral which took place on the same afternoon, was attended by nearly the whole of the European community, including most of the ladies.

CUSTOMS STAFF CHANGES.

Mr. W. Noyes Morehouse, Commissioner of I.M. Customs, who came only a few months ago to relieve Acting Commissioner Moule is now to be transferred again to Chefoo to occupy the post of Commissioner there, left vacant by the demise of Mr. James Wilcox Carrall. Mr. E. O. Reis, Assistant Commissioner of Customs at Kiaochow, will succeed Mr. Morehouse at this port.

CHEFOO.

The following is from the *N. C. Daily News* of the 10th inst.:—

THE POISONING FATALITY.

Still another victim has succumbed to ptomaine poisoning, Cyril Molloy, aged 10 years, who was taken ill early on Wednesday morning and died at 10 minutes past 10 o'clock the same night. He was in thoroughly good health apparently, and had eaten the ordinary course of food since he partook of the fatal pie on Sunday, and as late as Tuesday was bathing with his companions. At a time when it was thought the effects of the catastrophe had ceased this comes as a sad and most unexpected blow. Frank Parry and the other little fellows sick are doing excellently. Further particulars received confirm the great care and attention bestowed during the illness of the boys by Mr. and Mrs. Murray, Mr. Lindsay, Dr. King, and others of the school. Great praise is also due to the Doctors and willing assistants from American gunboats and cruisers. As soon as a boy complained of cramp, massage was immediately employed by experienced nurses, and any suggestion was listened to by Mr. Murray, and where advisable acted upon. It appears that the pain was not great, the boys all dying peacefully, most of them in unconsciousness. Many of them knew they were dying, and

though desiring to live stated they were not afraid to go. The deaths now total 13. Classes are being continued as well as possible. A memorial service will most probably be held on Sunday next.

SEA BATHING POPULAR.

The weather continues bright and warm and bathing is freely taken advantage of by the male sex under the glorious summer sun's rays. It is apparent, however, that the sterner sex has the cream of all things aquatic. The Boating Club has erected a comfortable and useful matshed on the main beach just off the Beach Hotel, which serves as a dressing room for the men, and where every convenience from a "tonic" from the club close by to a fresh-water tub is procurable. The only place where ladies can bathe is by the Point, where amid the rocks more often than not cuts and bruises repay the sought-for quiet; or by use of the Beach Hotel's little dressing rooms in the most crowded part between Club and Hotel, and which are more or less intended for the use of the hotel guests; or again by a bridge of a mile or so to the matsheds of the C. I. M. Girl's School where, by kind permission invariably given by the School authorities, a good swim can be obtained. The extensive beach near the settlement is now more peopled by Chinese than before, which prohibits an impromptu, informal and summary dip. It should surely be possible for bathing machines to be placed midway up the beach, and rafts, etc., etc., placed in proximity like those used by the men. A small charge could be made, or a machine rented for a stated term, thereby ensuring ladies staying in private boarding-houses an enjoyable use of exceptionally good water and beach. It is to be hoped that by next season something will be done to remedy this noticeable defect.

ENLARGEMENT OF THE CLUB.

The Club is being enlarged, parts of the present building not being of sufficient dimensions to cater for the growing male population. We understand that the bar is to be enlarged, the present one being on a very small scale, and there will be one or two extra rooms for purposes allotted by the Committee. Occupying as it does one of the best sites, if not the best site, in the East, there is no reason but to believe that in time this will become one of the most popular clubs this side of Suez. Everybody knows every body and there is a general feeling of good fellowship.

HOTEL IMPROVEMENT.

The Beach Hotel is improving by leaps and bounds in every respect, and offers a good stopping place for visitors, as also do other well-known boarding places.

ABSENCE OF JINRICKSHAS.

The tired visitor misses with deep regret the much-abused but useful ricksha. This noble institution is not in vogue here save by very few residents. Chairs may be obtained if one knows where to look for them. Though there are not many suitable or lengthy roads for them, a few rickshas would not be harmful, especially in consideration of the speed probably obtainable by medium of the very tall natives one meets, when compared with the wrecks of humanity visible pulling or attempting to pull in the Shanghai thoroughfares and other ports. Recognising walking as a most beneficial exercise, in the heat of the day it would be a welcome sight to see these big men on the lookout for ricksha fares, though their livelihood most probably would not amount to much.

THE "HANSA" BAND CONCERT.

"The trivial round, the common task" of Chefoo, is to have a treat. The well-known band of the German ship *Hansa* is to play selections this afternoon on the Club terrace, and tomorrow night (Friday) at a musical dinner at Beach Hotel. No doubt most of the residents and visitors will avail themselves of the opportunity of hearing this fine band.

TENNIS AND THE HEAT.

In addition to bathing, tennis is very popular, and excellent games result despite the heat, though this last has not been experienced with the same intensity as in Taku on Tuesday where it was 116 deg. in the shade.

The *Foochow Daily Echo* states that the reaping of the first rice crop commenced in the large plain between the city and Kushan last week, and the report of the crop is that it is a full yield of good quality.

FOOCHOW.

The following items are from the *Foochow Echo* of the 12th July:—

The Commissioner of Customs issued the following notification on Saturday, the 5th inst., at 4.45 p.m.—"I have received telegraphic information from the Inspector General of Customs to the effect that a specific duty on tea has been fixed at the rate of Hk. Tl. 2.5.0 per picul. The new rate will be put in force from Monday, 7th July."

With a 5 per cent. *ad valorem* duty there was a glimmering of hope that we might see a resuscitation of the Foochow tea trade; now, there is nothing in view to stay its continued downward tendency.

We are informed that there is a French doctor in the city who undertakes the cure of plague cases. He is a Monsieur Rofflandis, and having been introduced to the Viceroy, his Excellency, too glad to give him the chance of staying the disorder, has given him premises close to the White Pagoda to use as a hospital. His difficulty so far we understand is to get infected people to go to him, but that will no doubt be overcome in time, particularly if his success continues. Out of ten cases treated by him he has cured seven; with the other three he had little chance as they were sent to him too late. This is a sufficiently good advertisement and should lead to a gradual increase of his practice.

There must have been a pretty considerable storage of electricity in the neighbourhood to have enabled nature to work off five such thunderstorms as burst upon us on the afternoons of the 4th, 5th, 6th, 7th, and 8th instant. The first four may be described as terrific; the crashes of thunder were appalling, and in each case they lasted between two and three hours. There were the usual squalls and accompanying torrents of rain. It is owing to this latter no doubt that we hear of so little damage having been done. On Sunday, the 6th, a cargo-boat was struck; the electric fluid ran down the galvanised iron stays of the mast and attracted by the nail heads outside the boat forced itself into the house or hold carrying with it large splinters of wood which surrounded the nails, and then not finding a ready exit made one for itself in the boat's side forward, close to the water's edge. The mast was uninjured. During the storm on the following afternoon, the 7th, the lightning entered Mr. Phillips's house and tore away the bell touches in every room, wrenching away at the same time the encircling brick work. This of course was dreadfully alarming to Mrs. Phillips, who was alone in the house. Beyond this we only hear of the telephones in two or three of the offices having been attacked and injured to the accompaniment of an uncanny buzzing and cracking. The best that can be said of these storms after depriving us of our outdoor recreation for five consecutive evenings, is that they have cleared the air and left behind them fine bright seasonable weather.

NORTHERN NOTES.

The following items are from the *P. and T. Times* of the 12th instant:—

The Russian Consul yesterday had letters from St. Petersburg overland 19 days after date, and the Chartered Bank had a London mail date June 13th by the same route. This means a 28 day journey from West to East. We are informed that the mail leaves the Russian capital twice a week, on Mondays (? Tuesdays) and Fridays.

A private note from Paoingfu on Monday last states that the thermometer registered 107 in the shade all day, and was 97 at 9 p.m. The heat wave seems to have been general all over the province; at Peitaiho on Tuesday it was 95; this, though a very high register for our watering place, is still 18 degrees less than torrid Pientsin on the same day.

An esteemed correspondent who has recently been travelling in Western Shantung tells us that the Government has put a very heavy tax on the opium growing this year, and a tax moreover, which is to be annually collected for five years, whether the victim continues to grow the poppy or not. This may be a mere fiscal severity or a deterrent inspired by moral considerations, but we should think in either case it would tend to repress the expansion of opium farming.

The survey of the Bar at Taku by H.M.S.

Rambler is proceeding expeditiously. We had the pleasure this week of seeing the results of the survey up to date, as tabulated on a rough chart. Nothing new or unexpected has been discovered. The bar is unbroken and is not pierced by a channel, but this was known before. There is as yet no evidence of the traditional deep water approach to the North port from the North-East, but the ship's investigations have not yet extended in that direction. It was understood that applications for a survey were made to other Admirals, but nothing has been done by them. We think we are right in asserting that the British Admiralty alone keeps properly appointed and well-found surveying vessels in the China Seas, though excellent work can of course be done by surveying officers on board of ordinary vessels.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE FORTHCOMING RACE MEETING.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 23rd July.

SIR,—May I ask you to insert this letter, with reference to the advisability of formulating a programme for the forthcoming race meeting, in the hope that it may catch the eye and, possibly, the favourable attention of the Stewards of the Jockey Club. There seems to me to be no reason why a programme should not be got out at once, while a great number of reasons suggest themselves in favour of its being done. It is now known what material in the shape of horseflesh there will be available and for which races have to be provided. The lists for subscribers both for China ponies and walers are now closed, and the orders for the requisite number have been placed, and I understand it is probable that the orders will be executed. Then again it is a comparatively easy matter to ascertain how many subscription griffins of former years there are in the Colony. And I should like to say a word as to these and as to the consideration which they should have in the programme. In my opinion griffins which have been subscribed for in former years and have been kept over or acquired and kept in the Colony at considerable expense to their owners should be considered quite as much and quite as favourably as the subscription griffins of the current year. These ex-griffins with judicious allowances to ones which have so far not been remunerative to their owners on account of not being good enough or through a variety of possible reasons should in my opinion be given a chance and the owners thereby encouraged not to dispose of the unlucky ones after any particular meeting, but to keep them over with a knowledge that they may have better luck next time. There are here in the Colony three or four owners who have kept over or have acquired and have borne the expense of keeping since last race meeting three or four of last year's griffins, and there are also a number of owners who have a single pony. It strikes me that it is a considerable hardship to horse owners not to know and to have no means of judging whether it is worth their while to keep these animals with a view to racing them again, and it certainly is not the way to encourage people to take an intelligent interest in racing, which I presume is the desire and aim of the Stewards. Of course if the broad principle which I have suggested, viz., that it is desirable to encourage owners to keep over animals from one meeting to another, is not admitted, then the remarks which I have made do not apply, but I cannot think that the principle itself can be seriously questioned, and therefore I say if the principle is right the Stewards should do all they can to encourage it. But to revert to the question of the desirability of having a programme as soon as possible, I can conceive the possibility of an owner who, say, has a couple of moderate ex-griffins and who would be willing and ready to go to the expense of keeping them till next race meeting if he thought that under the conditions of a particular race he had a chance of winning a race

with them, but on the other hand if he does not and cannot know whether he is to have such a chance he not unnaturally says to himself, if an opportunity offers of selling one or both, "Well, it isn't good enough to hang on; I don't know how I shall be treated," and he parts with his ponies which under other circumstances he might have kept with a view to racing—and in this way two ponies which would have helped to swell the number of starters and make the meeting a success are lost. Again, as regards the subscription griffins of the present meeting, surely it is more satisfactory and more interesting to know what races there are going to be reserved before the training commences instead of working in the dark until a month or six weeks before the meeting. I shall be glad if other persons interested in the matter will criticise my remarks and publish their views so that a healthy correspondence may be worked up.—Yours, etc.,

VETERAN.

THE PROPOSED SANITARY COMMISSIONER.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 25th July.

SIR,—With reference to the new Public Health and Building Ordinance and the suggestion of the Committee of the Sanitary Board that the proposed Sanitary Commissioner should not necessarily be a medical man, the Committee in my opinion are undoubtedly right. Mr. Osborne, I notice, minutes apparently in support of a medical man being appointed, "With regard to the question of plans it will be within the Board's knowledge that all plans for new works have during the past six years passed through the hands of the Medical Officer of Health." As one having practical experience of the truth of above statement I can only describe it as "a device of the devil" for wasting time and trying one's temper.

Under the existing Building Ordinance it is necessary before you can start your work to submit plans to the Director of Public Works for his approval as to whether they are in accordance with the provisions of this Ordinance. Within recent years an order has gone forth (though there is no law in support of same) that all plans are to be submitted to the Medical Officer of Health before they are approved by the Director of Public Works. Nothing is stated as to how long he shall take before giving his approval. Consequently instead of as formerly having your plan returned duly approved in a week or ten days, it is now often a month, two months or even more before this is done. It often happens that the plan may be returned to you several times with requests from the P. W. D. that you will kindly note some minute made by the M. O. H. One would not object so much if these minutes were to the point; such however is rarely the case. They sometimes show that the M. O. H. does not understand a plan, they are invariably entirely foreign to the purpose for which the plan was submitted, and very often they are laughably absurd.

The last plan I had returned showed an alteration to a plan that had been previously approved. The P. W. D. requested I would note the M. O. H.'s minute, the same being to the effect that the M. O. H. thought (not the Ordinance required) that if the upper portion of a certain door instead of being of wood had the panels filled in with glass it would improve the through ventilation of the house. The plan already showed a good deal more than the window area required by law, so he could not ask for more light, and how the ventilation is to be improved by substituting glass for wood has not been explained to me yet; probably a month hence I may see the plan again with some further strange minute attached; meantime under the law my client's work is presumed to be at a standstill.

"For many cooks spoil the broth." If the Sanitary Commissioner is to have anything to do with passing of plans or approval of construction and erection of buildings he should be a man in the P. W. D. and under the orders of the Director of Public Works.—Yours, &c.,

A. TURNER.

WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1ST JULY.

	LEVEL.	
	1901.	1902.
	Below overflow. Above overflow.	
Tytam	27 ft. 11½ in.	0 ft. 2½ in.
	Level.	
Pokfulam	10 ft. 7 in.	0 ft. 0 in.
	Above overflow.	
Wongnaicheong	44 ft. 10 in.	1 ft. 9 in.

	STORAGE GALLONS.	
	1901.	1902.
Tytam	189,580,000	384,800,000
Pokfulam	43,040,000	66,000,000
Wongnaicheong	23,000	32,895,000

Total 232,643,000 483,695,000
CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF JUNE.

	1901.	1902.
Consumption ..	111,119,000	111,331,000 gallons
Estimated population	212,500	214,300

Consumption per head per day 17.4 17.3
CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF JUNE.

	1901.	1902.
Consumption ..	11,911,000	15,757,000 gallons
Estimated population	29,400	56,500

Consumption per head per day 13.5 9.2 gallons
The Government Analyst reports that the water is of excellent quality.

W. CHATHAM,
Water Authority.

THE "SHELL" TRANSPORT AND TRADING CO., LD.

The Chairman and Directors have the pleasure to present to the shareholders herewith profit and loss account and balance-sheet for the year ending 31st December, 1901.

Including the amount brought forward from 1900 there stands at credit of profit and loss £370,125 14s. 7d.

After payment of income tax to the amount of £10,905 0s. 10d. (as against £8,650 in the year 1900), Management Commission (including office rent, salary and expenses) and directors' and auditor's fees to the extent of £23,579 15s. 10d., interest to the extent of £16,138 1s. 0d., and providing £92,770 18s. for depreciation of steamers and installations, there remains to be carried to the balance-sheet the sum of £226,731 18s. 11d. Deducting the interim dividend declared in June, and after payment of the dividend distributed on the 1st January of this year (in all £200,000, being at the rate of 10 per cent. per annum), there remains to be carried forward the sum of £26,731 18s. 11d.

No credit has been taken for interest (namely £35,534 10s. 2d.) on cash advanced to the Nederlandsch-Indische Industrie en Handelsmaatschappij.

During the year the properties held by the Nederlandsch-Industrie en Handelsmaatschappij in Borneo have been further developed, but are by no means yet complete. The accounts of that Company as received do not show a sufficiently clear distinction between capital and trading expenditure; and therefore the profit shown thereby has not been taken into this company's accounts.

Nevertheless, the products therefrom bought and marketed by the "Shell" Company have contributed to its profits.

In view of the continued fall in the value of illuminating oil and of the low freights current during the year, the directors consider the volume of profit shown as satisfactory.

The alliance of Eastern producers referred to at the last general meeting has recently been finally concluded, and will materially strengthen the Company's position.

The Directors regret that, owing to increased calls on his time, caused by the death of his brother (the late Mr. Donald Graham, C.I.E.), Mr. James N. Graham has placed his resignation in the Chairman's hands, which they recommend be accepted, and that he be thanked for his services.

In accordance with the articles of association, the following directors also retire:—Mr. A. Rickmers, Mr. Samuel Fennel and Mr. James Stevenson, and, being eligible, offer themselves for re-election, which the Directors recommend. The auditors, Messrs. Turquand, Youngs & Co., retire under article 100 of the articles of association and are eligible for re-election.

The accounts are as follows:—
PROFIT AND LOSS.

For the year ending 31st December, 1901.		£	s.	d.
Dr.				
To management commission (covering office rent, salaries and expenses) and directors' and auditors' fees	23,579	15	10	
To income tax, year 1900	10,905	0	10	
To interest account	16,138	1	0	
To provision for depreciation of steamers, with £20,000 in respect of installations	92,770	18	0	
To balance carried to balance-sheet	226,731	18	11	
	£370,125	14	7	
Cr.				
By balance from year 1900	115,964	11	0	
By profits for the year 1901	254,161	3	7	
	£370,125	14	7	

BALANCE-SHEET.

At 31st December, 1901.

Dr. LIABILITIES.		£	s.	d.
To capital authorised and paid up, viz.:— 2,000,000 shares of £1 each	2,000,000	0	0	
To creditors:—				
Bills payable	89,382	16	10	
On current accounts	321,014	1	4	
On deposit accounts	157,000	0	0	
Unmatured liabilities and charges upon steamers and installations	441,335	9	6	
	1,008,732	7	8	
To drafts current against shipments	607,214	0	0	
To insurance fund	9,003	8	6	
To reserve fund:—				
Amount at 31st December, 1900 (including £340,000 for premium on issue of shares)	400,000	0	0	
To balance of profit and loss as per statement 226,731 18 11				
Deduct interim dividend declared 18th June, 1901	125,000	0	0	
	101,731	18	11	
	£4,126,681	15	1	
Cr. ASSETS.		£	s.	d.
By property of the company, viz.:— steam ships, lands, buildings, wharves, lights, storage works, plant and installations, concessions, contracts, &c.				
Amount as per balance-sheet at 31st December, 1900	2,215,593	2	0	
Expenditure year 1901, viz.:—Cost of 1 new steamer added to the fleet; cost of fitting certain of the company's steamers with machinery and appliances for using liquid fuel; extensions, new installations and additional plant, &c.	265,364	0	11	
	2,726,957	2	11	
Deduct provision for depreciation of steamers, and in respect of installations				
Amount at 31st December, 1900	192,369	11	0	
Amount added this year £2,770 18 0				
	285,140	9	0	
	2,441,816	13	11	
By Nederlandsch-Indische Industrie en Handelsmaatschappij:— Shares Fl. 2,000,000 nominal	183,622	3	5	
Cash advanced	677,794	2	9	
	861,416	6	2	
By debtors on current account	64,764	6	0	
By balances in respect of pending voyages	21,314	18	1	
By stocks of petroleum oil and liquid fuel afloat and in store at cost, freight and insurance	625,145	6	9	
By sundry stocks	30,216	7	10	
By cash at bankers	82,007	16	4	
	£4,126,681	15	1	

On the 7th inst., at Bangkok, a murder was committed, the victim being a boy of about twelve years old who is said to have been the central figure in a top-knot cutting ceremony. The reason of the murder is difficult to ascertain, but the boy's mother says he was stabbed in the neck and shoulders by several men who afterwards fled. The boy died almost immediately. She says that she called upon a police constable to arrest the murderers, but that he refused to interfere.

THE MCAULIFFE-RYAN MATCH.

This event, the greatest that has ever taken place in the bruising world of the Far East, came off in Gordon Hall, Tientsin, before a crowded and appreciative audience of enthusiasts. One would require the pen of a George Barrow to do justice to the heroic struggle between two such doughty champions of the modern cestus. No one who has ever read *Lavengro* can forget the passage where the pious evangelical Bible-seller breaks forth into his rhapsody over the bruiers of England. McAuliffe came up here in the exercise of his profession as tutor in athletics with the hope of meeting Corporal Nicholson of the Royal Welsh, but circumstances intervened, and when he received a challenge from Private Ryan of the 9th U.S. Infantry he willingly accepted it, though the conditions of weight and age were much against the wisdom of his policy. The patrons of the noble art of self-defence, under the auspices of the Tientsin Club, subscribed a purse of \$2,000 to be divided between winner and loser in the ratio of 3 to 1, and this with the "gate," which went entirely to the professional, made it worth the while of both men to put themselves in training for a really serious struggle.

We do not propose to deal with the contest in detail, the less so as our daily contemporary has done ample justice to so rare an event. McAuliffe seemed generally to be very careful in protecting his heart, but by elevating one shoulder he also seemed to lay himself open to what is known among the cult as half-hook blows or severe slinging blows on the side of the head. Early in the contest the shortness of reach of the elder man showed that he was under an impossible handicap; Ryan on the other hand very early in the game began to get in swinging blows in the neighbourhood of the ear, to which his opponent quickly reacted. In the second and third bouts this type of blow showed cumulative effect. In the fourth round the professional seemed for a while to have the best of it, and floored his man, but he failed to follow up his advantage. The following rounds saw things entirely reversed, and but for the merest chance in the calling of "time," the match would have been finished in the eighth round, by a huge lunge from the American which completely placed the Irishman *hors de combat*. This was virtually the end of the struggle, for though the match went on to another round before the *coup de grace* was given, it was clearly seen that McAuliffe was dazed and not altogether himself. He showed splendid courage and dogged steadfastness, but that was all. He had to take very severe punishment, and did so with a cool determination which was half pathetic.

There was great excitement during the contest, and visitors from Peking were highly jubilant over the issue, which was really never in any doubt. The evening's entertainment was supplemented with some interesting boxing contests between soldier amateurs. There was an exhibition box between Privates Watkins and Morris, and a six-round spar between Stock of Peking and Giles of Tientsin, in which the latter was easily disposed of. Finally in an eight-round contest, Waters defeat Dean on points.

The whole entertainment was under the strictest rule and discipline, and the disagreeable features which many think inseparably connected with the "Ring" were in complete abeyance. The whole thing was admirably managed and the issues decided under the Queensberry Rules.—*P. and T. Times*.

The Chfoo correspondent of the *N. C. Daily News* wired under date 14th inst. that information has just been received there that four French sailors, presumably of a man-of-war, have been poisoned by eating shell-fish and snails on board their vessel in spite of cautions as to the danger of doing so. Two have died in the hospital whither they were removed, and the others are now better. The s.s. *Tungchow*, which left Shanghai for Weihaiwei, Chefoo, and Tientsin on the 11th inst., was quarantined for three days on account of a native dying of cholera during the voyage, and the s.s. *Chungking* was also detained on Friday for a similar reason, but was released by Sunday last. The general health of the place is good, the recent deaths being purely accidental and exceptional.

SUPREME COURT.

Friday, 18th July.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR W. MEIGH GOODMAN (CHIEF JUSTICE).

ROBBERY WITH VIOLENCE.

Five acts of armed robbery and one of robbery and wounding were charged against Lam Fun, Lai Fung, and Tang Ki Hi.

The Attorney-General (Sir Henry Spencer Berkeley, K.B.), asked his Lordship's permission to add a count to the indictment against the second prisoner of receiving stolen goods.

His Lordship assented, and the charges were read over to the prisoners, who pleaded not guilty, stating that they were with the robbers, but remained behind in a sampan and took no part in the affair.

The Attorney-General said the plea was tantamount to one of guilty.

His Lordship said it was hardly safe to accept it as a plea of guilty from these men. It would have been different had they been educated.

The following jury was empanelled:—A. R. Lowe, A. Ritchie, W. Kistum, S. E. Sykes, H. W. B. Kennett, J. Dickie, J. M. P. Tavares.

The trial was then proceeded with, and the first witness said that while asleep on board his master's junk on the night of 24th June, he was awakened shortly after twelve o'clock by the noise of some person or persons on the deck above. He rose and went up to see what was the matter, and as soon as he gained the deck one of several men who were on board pointed a revolver at him and fired. The bullet struck the witness on the forefinger of the right hand, and when another of the robbers threatened to stab him he became so frightened that he jumped into the hold and remained there till the men went away.

Another of several witnesses for the prosecution, a seaman, said one of the robbers also threatened to stab him, and in order to escape the danger he jumped overboard and swam ashore.

Evidence was given of the identification of certain of the stolen articles found in the possession of the second prisoner.

The accused were found guilty, and two of them were sentenced to seven years' hard labour each and 20 strokes with the birch; the third a boy, got twelve months' hard labour and was also ordered to receive a whipping of 20 strokes.

ALLEGED LARCENY OF \$10,000.

Pun Pak Lim pleaded not guilty to stealing \$10,000, the moneys of a Chinese bank, in Bonham Strand. He was defended by Mr. E. H. Sharp, barrister-at-law (instructed by Mr. J. S. Harston, solicitor).

The following jury was empanelled:—J. D. Logan, C. Perkins, D. A. Andrews, B. L. de Carvalho, A. Ritchie, H. Haynes, E. E. Deacon.

The Attorney-General (who was instructed by Mr. H. W. Looker, solicitor) said the money was given to the prisoner, a messenger in the bank, to pay to a firm at 162, Des Voeux Road. This was on 20th May last, and shortly after he had gone the prisoner returned to say that he had lost the \$10,000. He told his employers, in answer to their enquiries, that he had not been robbed and knew nothing as to how he lost the money beyond the simple fact that when he reached the staircase leading to the premises of the firm in Des Voeux Road he put his hand to his breast pocket, where the money had been placed, and found it all gone. Evidence would be led, said the Attorney-General, of a statement alleged to have been made by the prisoner which would be found not to coincide with the account he gave to his employers.

Evidence was then led, after which the jury, by five to two, found the prisoner not guilty, and he was discharged.

A woman named Masaki Kiku, 27 years of age, a second-class passenger on the O.S.K. steamer *Taichu Maru*, jumped overboard with a baby in her arms on the morning of the 5th inst., while the ship was on her way to Nagasaki from Kobe. Both were drowned, says the *Nagasaki Press*, for all efforts to rescue or recover the bodies were in vain. The reason for the suicide is unknown.

HONGKONG.

Mr. J. Scott, the British Consul-General at Canton, has just recovered from an attack of dengue fever.

H.M.S. *Terrible* will leave for home on Monday, the 28th, but will remain at Singapore to assist in the Coronation rejoicings.

The s.s. *Kiangsi*, which was recently lost near Swatow, had on board a number of mail bags. These were secured in the captain's deck house, which was washed overboard, and the mails were lost.

The recent conviction against the Star Ferry Company for neglecting to have the mooring hawsers of their launches protected from rats by means of funnels has been quashed and the amount of the fine refunded.

Mr. Geo. P. Lammert put up for public auction on the 21st inst. the British iron barque *Grosvenor*, registered 516 tons, as she now lies in the harbour, with all her masts, sails, etc. The bidding went up to \$15,500, Captain P. Merless being the highest bidder, but the vessel was withdrawn, the reserve price having been fixed at \$17,000.

His Excellency the Officer Administering the Government notifies for the information of the Public that H's Majesty The King has been pleased to approve of the following design for the obverse of all subsidiary coins hereafter issued for the Colony of Hongkong, viz., a crowned effigy of His Majesty with the legend "Edward VII King and Emperor." The above design has been approved by the Messrs of the Mint and the Secretary of State as required by Article 8 (2) of the Hongkong (Coinage) Order in Council 1895.

The Canadian Pacific Railway Company's R.M.S. *Empress of China* arrived at Yokohama at 3 a.m. on the 23rd. Owing to the late arrival of the mails at Vancouver the vessel was four days behind time in leaving. She has, however, made up most of the time lost, having made the run from Vancouver (including the call at Victoria, B.C.) in 10 days, 18½ hours. This is not a record for an "Empress" steamer but it shows what can be done when a quick passage is necessary. The *Empress of China* is due in Hongkong on the morning of Wednesday next, 30th instant, which is well within contract mail time, notwithstanding her delayed departure.

We have received from the publisher, Mr. L. Noronha, of 41, Des Vœux Road Central, the first number of a new Portuguese four-page weekly paper styled *O Patriota*. The object of the paper as stated in the leader is to promote the welfare of Macao and its inhabitants, especially the Macaenses. The editor states that the paper should have been published at Macao, but unfortunately the liberty of the Press is not recognised in the neighbouring Colony, hence it is published here, where the editor will have true liberty which will assist him in carrying out the mission undertaken by him. The *O Patriota* is very neatly printed on good paper, and is highly creditable to the publisher. We wish our new contemporary a long and prosperous career.

On the 19th inst. an enjoyable and highly successful smoking concert was given in the Civilian Club in presence of a numerous company of members and friends. There was abundance of talent, and the evening passed all too quickly. The Scotch element in the audience found special delectation in several bagpipe selections given by Mr. J. E. Sinclair and a Highland dance by Mr. W. G. Pitcairn, who also sang a couple of capital songs, "The Banks o' Loch Lomond" and "Will Ye No Come Back Again?" Mr. W. Cullen was heard to advantage in "The Difference between East and West" and the comic ditty "Stalls and Boxes." Mr. F. G. Whittick was in fine voice and got cordially applauded for his contributions, "Call Me Back," "Thy Sentinel am I" and "Marguerita" (*Faust*). Messrs. W. Goldenburg and W. Davies each gave a comic recitation and Mr. H. Schoen a coon song. Among other good items were "Pass No Rude Remarks" by Mr. C. H. Gillam, "Adam Missed It" by Mr. G. H. Ruby, and "Mina" by Mr. J. Quinn. Mr. E. Sheffield acted as accompanist in an acceptable manner and also played selections from the *Belle of New York*. The phonographic specialty introduced by the popular Hon. Secretary was highly appreciated.

During the week ended 20th inst. there were 173 non-Chinese and 61 Chinese visitors to the City Hall Library.

We understand that Mr. F. A. Hazeland, Police Magistrate, in his capacity as public coroner, has called for an enquiry into the collapse of houses Nos. 30 and 32, Kowloon City Road, Yau-mati, during the typhoon early in the morning of Saturday, 19th inst., when ten Chinese were killed and five slightly injured.

Mr. J. W. Norton-Kyshe, Registrar, reports that during the year 1901, 125 cases were brought in the Original Jurisdiction of the Supreme Court and 1,267 in the Summary Jurisdiction. 27 and 517 respectively were settled or withdrawn before trial, 10 and 486 were decided in favour of the plaintiffs, 1 and 73 in favour of the defendants, 8 were non-suited, 179 came under the heading "Struck out, dismissed, and lapsed writs," and 87 and 4 were in dependency at the end of the year. Debts and damages recovered amounted to \$92,463 and \$88,702. The appeal cases numbered 7.

An adjourned meeting of Justices of the Peace was held on the 24th inst. for the purpose of disposing of the application for the removal of the Stag Hotel license to new premises that have been built close by the present hotel. The application was, it will be remembered, adjourned from last meeting to permit of certain defects in the sanitary arrangements being rectified. There were present Mr. F. A. Hazeland, Mr. J. H. Kemp and Mr. C. A. D. Melbourne. A report was submitted from Hon. Dr. Clark, Medical Officer of Health, stating that he was now satisfied that the sanitation of the new hotel was in accordance with the requirements of the law, and the meeting unanimously agreed to grant the license.

A rumour got abroad in Hongkong on the 21st inst. emanating from Chinese sources, that misfortune had overtaken the s.s. *Wingsang*, of the Indo-China Steam Navigation Co. The vessel sailed from Hongkong for northern coast ports on Wednesday last. The rumours concerning her took various forms, one being that she had foundered in the typhoon, but that one most persistently repeated was that she had been in collision with the Chinese-owned steamer *Chiyuen* which runs out of Hongkong to Shanghai. As the cable communication with Swatow was interrupted, no news could be got from that quarter. The local agents, Messrs. Jardine, Matheson & Co., inform us that they have received absolutely no news of the rumoured disaster from their agents and they incline to the view that the whole story is a myth. Certainly the account that the *Wingsang* collided with the *Chiyuen* near Shanghai on Saturday night is discounted by the news received in the Colony on the 21st inst. regarding the latter vessel's movements. The *Wingsang* is an iron steamer of 2,339 registered tonnage and 1,577 net; she was built in 1883 by Messrs. Hall, Russell & Co., Aberdeen; and her dimensions are—length 290 feet, breadth 40 feet, depth 24 feet. The rumours of a supposed accident to the Indo-China Steam Navigation Co.'s s.s. *Wingsang* were set at rest on the 22nd inst. by the receipt of telegraphic information to the effect that she had arrived safely at Shanghai.

MISCELLANEOUS.

The population of Manila is returned as being 302,154, Americans numbering 9,722.

Mr. Niner, chief officer of the British sailing vessel *Elizabeth Nicholson*, has died at the General Hospital, Shanghai, from cholera.

The *Bangkok Times* understands that Mr. W. A. Evans is to be Mr. Warrington Smyth's successor in the Siamese Legation in London.

Mr. Reginald Tower, H.B.M. Minister Plenipotentiary to the Court of Siam, left Bangkok on the 8th inst. by the *Singora*, en route for London.

During the year ended on 30th April last the firm of Messrs. S. C. Farnham, Boyd & Co., Ltd., Shanghai, made a net profit of Tls. 1,848,550.30. A ten per cent. dividend is proposed.

An Imperial decree has been issued removing from office and cashiering a number of military and civil officials of Kwangtung province on the special denunciation of Tao Mu, Viceroy of the Two Kwang provinces.

Three hundred and thirty deaths were registered at Singapore during the week ending on Saturday, the 12th inst. The ratio per 1,000 was 73.12. Over 9 per cent. of the deaths occurred at St. John's Island.

Early on the morning of the 9th inst. the chief steward of the N. Y. K. steamer *Tamba Maru*, which was in Kobe harbour, on returning to his berth after a short absence, noticed a Chinese saloon-boy open a drawer and take out the cash-box containing some 40 or 50 yen. The boy, challenged by the steward, said he was only looking at the money. He was handed to the police.

The prevalence of cholera in several places in Japan has caused the Home Department authorities to take precautionary measures for the prevention of the disease. On the 9th inst. instructions were issued to the Governors of various prefectures, except the Hokkaido, directing them to station health officials at the principal railway stations and to direct attention to the condition of passengers, but in such a manner as not to cause any inconveniences to the travelling public.

A New York telegram to the *Manila Times*, dated 18th inst., says that the Vatican has not indicated its willingness to clothe the new apostolic delegate to the Philippines with power and instructions to pursue the friar lands' negotiations. Governor Taft has requested a farewell audience by the Holy Father. If the Vatican does not accept the terms, dated in the late negotiations, they will be suspended, leaving the matter *in statu quo*. The responsibility will be thrown on the Vatican should it try to amend matters.

Not much has recently been heard of the notorious Tung Fu-hsiang, says the *N. C. Daily News*. The following particulars have just reached us by letter from a gentleman living in Kansu. He writes:—"It appears that reports had been persistently circulated that Governor Ts'ên of Shansi was on his way in command of foreign troops with express orders to catch Tung. The latter seems mortally afraid of Ts'ên, and hearing there might be some truth in the report has decamped from Kuyuan and gone to some village two days north of Ninghsiahsien with a few of his followers. The people all around here still speak of him as a 'Chung-ch'en,' i.e., 'Faithful Minister,' and say the dread of him kept the foreign armies out of Shensi. Matters are quiet up here. The prospect of a good harvest always seems to induce tranquillity."

Simultaneously with the release from quarantine detention at Nagasaki of the N.Y.K. Australian liner *Yawata Maru* on the evening of the 7th inst., says the *Nagasaki Press*, a letter of thanks was sent to the superintendent of the Nagasaki quarantine station by the cabin passengers on the vessel. The letter, signed on behalf of the passengers by H. P. M. Berry, ran as follows:—"I am requested by the 1st saloon passengers on the *Yawata Maru* to thank you and the other gentlemen of your staff for the courtesy and leniency extended to us during our stay in quarantine. We know that the Government Regulations are very stringent—and rightly so—but we feel that you and your officers have 'tempered the wind to the shorn lambs' and have kindly assisted to make the time pass away quickly and pleasantly. We shall feel glad if you and your officers will accept and smoke the four boxes of cigars herewith."

A very peculiar occurrence happened at Ningpo on the 6th inst. A native labourer engaged in the reconstruction of the Bund was taking down some scaffolding when he chanced to slip into the river. The unfortunate man was never seen again alive, for although a number of sampans at once put out to his assistance and dragged the river for quite a long while no trace of him could be discovered. Some hours afterwards a fisherman engaged in the pursuit of his craft felt his net very heavy, and thinking he had a big haul pulled the net in eagerly. As soon as he got it to the surface, however, he perceived to his horror that the meshes held, not as he had fondly hoped, a shoal of leaping silvery fish, but a grisly native corpse. The body was afterwards identified as that of the poor labourer who had been drowned earlier in the day. The necessary investigation having been held by the authorities, the body was handed over to the friends of the deceased, by whom it was buried.

The following letter to the Colonial Secretary from the Assistant Secretary to the Government of Bengal appears in the *Government Gazette*:—"I am directed to state, for your information, that intimation having been received of the outbreak of plague in Canton, it has been declared an infected Port, within the meaning of the Venice Sanitary Convention Regulations, and the regulations for the prevention of the introduction of plague by sea, which are in force in the ports of Bengal, will be enforced in the ports of Orissa and in the port of Chittagong, against vessels arriving from Canton."

Two Magistrates, Messrs. Brockman and Wilson, appeared before the Chief Justice this morning at the Supreme Court, says the *Straits Times* of the 12th inst., on the order issued by the Court for them to show cause why they did not try Attar Singh, who was committed to the Bench Court some time ago by Mr. Justice Hyndman-Jones to take his trial on a charge of forgery, an offence alleged to have been committed during the hearing of a civil case. The Attorney-General addressed his Lordship this morning at some length, subsequent to the magistrates having shown cause for not trying the case, contending that they had no power to do so under the existing ordinance. The Chief Justice reserved his decision. The object of the action by the Attorney-General is simply to obtain a decision on the point, which would establish a precedent for future cases of similar nature. The man Attar Singh disappeared after his dismissal, so the question of his being charged again at the Police Court is scarcely North considering.

COMMERCIAL.

CAMPHOR.

HONGKONG, 25th July.—No arrivals.

SUGAR.

HONGKONG, 25th July.—The prices are going downward, market being weak. Quotations are:—
Shekloong, No. 1, White.....\$8.18 to \$8.23 per c.
do. " 2, White..... 6.93 to 6.98 "
Shekloong, No. 1, Brown ... 6.00 to 6.05 "
do. " 2, Brown ... 5.85 to 5.90 "
Swatow, No. 1, White..... 8.09 to 8.12 "
Swatow, No. 1, White..... 6.83 to 6.88 "
do. " 1, Brown ... 5.80 to 5.85 "
do. " 2, Brown ... 5.65 to 5.70 "
Fookchow Sugar Candy.....12.10 to 12.15 "
Shekloong " 9.65 to 9.70 "

RICE.

HONGKONG, 25th July.—The downward tendency continues, market being dull. Quotations are:—
Saigon, Ordinary.....\$3.05 to 3.10
" Round, Good quality 3.90 to 3.95
" Long 4.00 to 4.15
Siam, Field mill cleaned, No. 2 3.20 to 3.25
" Garden, " No. 1 3.65 to 3.70
" White..... 4.05 to 4.10
" Fine Cargo 4.25 to 4.30

MISCELLANEOUS EXPORT.

Per steamer *Satsuma*, sailed on the 20th June, For New York:—3,750 bales hemp, 1,455 pkgs. cassia, 116 cases Chinaware, 254 cases blackwoodware, 300 casks nut oil, 125 pkgs. fire crackers, 70 bales mats, 94 pkgs. rattanware, 60 rolls matting, 75 cases essential oil, 75 cases bristles, 50 cases straw cuffs, 40 bales cane, 50 cases joas sticks, 6 slabs tin, 4 cases human hair, 5 cases blackwood furniture, 639 pkgs. merchandise.

MISCELLANEOUS IMPORTS.

HONGKONG, 26th July.—Amongst the sales reported during the week are the following:—

YARN AND PIECE GOODS.—Bombay Yarn: 100 bales No. 8 at \$92.50, 2,000 bales No. 10 at \$91.50 to 100, 1,150 bales No. 12 at \$96 to \$100.50, 300 bales No. 16 at \$111 to \$120, 1,150 bales No. 20 at \$117 to \$128.0. White Shirtings: 500 pieces K 200 at \$6.58. Cotton: 100 bales at \$26.50.

METAL.—Wire Nails: 1,000 casks at \$6.10 to arrive.

per bale
Bombay—Nos. 10 to 20s.....\$86.00 to \$128.00
English—Nos. 16 to 24.....114.00 to 120.00
" 22 to 24.....120.00 to 128.00
" 28 to 32.....136.00 to 142.00
" 38 to 42.....155.00 to 170.00

COTTON PIECE GOODS— per piece.
Grey Shirtings—6 lbs. 2.20 to 2.25
7 lbs. 2.30 to 2.50
8.4 lbs. 3.10 to 3.75
9 to 10 lbs. 3.80 to 5.00
White Shirtings—54 to 56 rd. 2.55 to 2.90
58 to 60 " 3.20 to 3.40
64 to 66 " 4.50 to 5.30
Fine 5.35 to 7.80
Book-folds 4.50 to 7.00
Victoria Lawns—12 yards. 0.75 to 1.40
T-Cloths—6lbs. (32 in.), Ord'y. 1.85 to 2.10
7lbs. (32 ") " 2.15 to 2.45
6lbs. (32 ") Mexs. 2.20 to 2.35
7lbs. (32 ") " 2.95 to 3.50
8 to 8.4 oz., (36 in.) 3.15 to 3.75
Drills, English—40 yds., 13½ to 14 lbs. 4.20 to 6.90

FANCY COTTONS—
Turkey Red Shirtings—1½ to 5 lbs. 1.65 to 5.50

DAMASKS— per yard
Chintzes—Assorted 0.64 to 0.20
Velvets—Black, 22 in. 0.28 to 0.75
Valvateens—18 in. 0.23 to 0.30

Handkerchiefs—Imitation Silk 0.30 to 3.00

WOOLLENS— per yard
Spanish Stripes—Sundry chops. 0.65 to 2.00
German 1.25 to 3.00
Habit, Med., and Broad Cloths 1.25 to 3.00

per piece
Long Ells—Scarlet, 7-10 lbs. 6.50 to 8.50
Assorted 6.60 to 8.65
Camlets—Assorted 12.00 to 32.00
Lastings—30 yds., 31 inches } 12.00 to 16.00
Assorted

Orleans—Plain 8.00 to 9.50

Blankets—8 to 12 lbs. 4.00 to 9.00

METALS— per picul
Iron—Nail Rod 4.60 to —
Square, Flat Round Bar (Eng. 4.55 to —
Swedish Bar 4.60 to —
Small Round Rod 5.00 to —
Hoop ¾ to 1½ in., 5.40 to —
Wire, 16-25, 8.50 to —
Old Wire Rope 2.80 to —
Lead, L. B. & Co. and Hole Chop 8.25 to —
Australian 8.25 to —
Yellow Metal—Muntz 14.20 oz. 41.50 to —
Vivian's 14.20 oz. 42.00 to —
Elliot's 14.20 oz. 42.00 to —
Composition Nails 61.00 to —
Japan Copper, Slabs 39.00 to —
Tin 83.00 to —

Tin-Plates 8.70 to —

Steel ¼ to ¾ 6.50 to —

SUNDRIES— per picul
Quicksilver 180.00 to —

Window Glass 5.75 to —

Kerosene Oil 2.00 to —

Shanghai 18th July (from Messrs. Alex. Bielfeld & Co.'s report).—In Metals only a few transactions, at rates which are not satisfactory to either party, have been put through, as below:—500 Boxes Tin Plates 15½, c.i.f. etc., 100 Cases Galvanised Plan Sheets, 28 Gauze £15.4.6, c.i.f. etc., 100 Tons London Horse-shoes 8½, c.i.f. etc., 50 tons Boiler Tubes 8½, c.i.f. etc. Sundries also have been in but small demand, the following being all that is reported: 20 cases, each 10 dozen Enamelled Basins 12 c.m., at Tls. 22.50 per case; 20 cases each 10 dozen Enamelled Basins Coloured 12 c.m. Tls. 28.00 per case; 10 cases, each 100 dozen Handkerchiefs Tls. 0.55 per dozen; 10 cases, each 100 cards ea. 80 yards Gold Thread Tls. 38.00 per case; 10 cases, each 50 dozen Toilet Soap Tls. 1.00 per dozen; 5 cases, each 25 cattles Gold Thread Tls. 3.75 per catty; 3 cases, each 25 cattles Silver Thread Tls. 2.70 per catty.

CLOSING QUOTATIONS.

SATURDAY, 26th July.

EXCHANGE.

ON LONDON.—
Telegraphic Transfer 1/8½
Bank Bills, on demand 1/8½
Bank Bills, at 30 days' sight 1/8½
Bank Bills, at 4 months' sight 1/9½
Credits, at 4 months' sight 1/9½
Documentary Bills, 4 months' sight 1/9½
ON PARIS.—
Bank Bills, on demand 2.18
Credits, 4 months' sight 2.22
ON GERMANY.—
On demand 1.77½

ON NEW YORK.—
Bank Bills, on demand 42½
Credits, 60 days' sight 43½
ON BOMBAY.—
Telegraphic Transfer 130
Bank, on demand 130½

ON CALCUTTA.—
Telegraphic Transfer 130
Bank, on demand 130½

ON SHANGHAI.—
Bank, at sight 74½
Private, 30 days' sight 75

ON YOKOHAMA.—
On demand 18½ p.c.m.

ON MANILA.—
On demand 2 p.c. pm

ON SINGAPORE.—
On demand 1 p.c. pm.

ON BATAVIA.—
On demand 1/4½

ON HAIPHONG.—
On demand 1½ p.c. pm.

ON SAIGON.—On demand 1½ p.c. pm.

ON BANGKOK.—On demand 60½

SOVEREIGNS, Bank's Buying Rate 11.40

GOLD LEAF, 100 fine, per tael 59.65

BAR SILVER per oz. 24 7/8

SHARE REPORTS.

HONGKONG, 25th July.—The depression in our market has become more accentuated during the week under review and most of our principal stocks are again lower, with a further tendency to decline.

BANKS.—Hongkong and Shanghai have been done to a small extent at \$61½, and the stock closes steady at this figure. London is unaltered at £63.

MARINE INSURANCES.—Unions have been done at \$385 and are now enquired for at \$387½. China Traders have sold at \$57. North Chinas can be procured at Tls 187½.

FIRE INSURANCES.—Hongkongs have sold and are obtainable at \$330. Chinas have changed hands at \$41.

SHIPPING.—Hongkong, Canton and Macao have sold to a small extent at \$39 and can still be procured at the figure. Indo-Chinas after sales at \$93 down to \$90 have declined further to \$87½ with sellers. China and Manilas continue on offer at \$35, and Star Ferries at \$2½ (old) and \$11 for the new issue. Douglasses are slightly lower at \$43½ sellers. Shell Transports unchanged at £2 sellers.

REFINERIES.—China Sugars have been sold at \$105 and are now offering at \$104. Luzons continue on offer at \$20.

MINING.—Punjoms have sold at \$4 and have sellers at \$4½. Raubs are unchanged at \$8½.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks sold to some extent at \$222½ at the beginning of the week, but are since weaker at \$220 with sellers. Hongkong and Kowloon Wharves have sold and are obtainable at \$88. New Amoy Docks continue in request at \$36.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have sold and are still obtainable at \$177½. Kowloon Lands are on offer at \$30; and West Points at \$53. Humphreys Estates can be procured at \$11½. Hongkong Hotels have been done at \$13½ and \$135, and there are further sellers at the higher rate. Oriente Hotels are weak at \$45 sellers.

COTTON MILLS.—Ewos have declined to Tls. 42 sellers. Hongkong Cottons after sales at \$17½ are offering at the rate.

MISCELLANEOUS.—Manila Investments are weak at \$20 sellers. The result of the first year's working of this Company shows a debit balance of \$21,090.81. Green Island Cements have sold and can be procured at \$21. Watsons can be obtained at \$14½. Electrics (old) are on offer at \$13, and the new issue at \$6½. Ropes can be obtained at \$145. Fenwicks have sold and are wanted at \$48. Gas shares continue in request at \$150, and the demand still exists for Ices at \$242½ and Tramways at \$340. China Providents have sold at \$10.

MEMOS.—Hongkong Ice Co., Ltd., interim dividend of \$4 per share payable on the 28th instant. Hongkong Land Investment and Agency Co., Ltd., interim dividend of \$6 per share payable on the 29th instant. West Point Building Co., Ltd., interim dividend of \$1½ per share payable on the 29th instant. Hongkong, Canton and Macao Steamboat Co., Ltd., ordinary

half-yearly meeting on the 5th August. Hongkong and Shanghai Banking general ordinary half-yearly meeting of shareholders on the 16th August—transfer books of the corporation will be closed from the 2nd to the 16th August inclusive. Queen Mines, Ltd., and Olivers Freehold Mines, Ltd., extraordinary general meetings at the companies' offices on the 5th August to consider resolutions for the winding up of the companies and the appointment of a liquidator.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & Shanghai	\$125	(\$610, L'don, £63.
Natl. Bank of China		
A. Shares	28	\$27, buyers
B. Shares	28	\$27, buyers
Foun. Shares	21	\$10, sellers
Bell's Asbestos E. A.	21	\$1, buyers
Campbell, Moore & Co.	\$10	\$21, buyers
China-Borneo Co., Ltd.	\$15	\$25, sellers
China Light & Power Co., Ltd.	\$20	\$15, sellers
China Prov. L. & M.	\$10	\$10, sellers
China Sugar	\$100	\$104, sellers
Cigar Companies—		
Alhambra Limited	\$500	\$500, nominal.
Philippine Tobacco Invest. Co., Ltd.	\$50	\$45.
Cotton Mills—		
Ewo	Tls. 100	Tls. 42, sellers
International	Tls. 100	Tls. 35, sellers
Laou Kung Mow	Tls. 100	Tls. 45, sellers
Soychee	Tls. 500	Tls. 150.
Hongkong	\$100	\$17, buyers
Dairy Farm	\$6	\$12, buyers
Fenwick & Co., Geo.	\$25	\$48, sales & buyers
Green Island Cement	\$10	\$21, sellers
H. & C. Bakery	\$50	\$40.
Hongkong & C. Gas	\$10	\$150, buyers
Hongkong Electric	\$10	\$13, sellers
H. H. L. Tramways	\$100	\$34, sellers
Hk. Steam Water boat Co., Ltd.	\$5	\$94, buyers
Hongkong Hotel	\$50	\$135, sellers
Hongkong Ice	\$25	\$242, buyers
H. & K. Wharf & G.	\$50	\$88, sales & sellers
Hongkong Rope	\$50	\$145, sellers
H. & W. Dock	\$50	\$220, sellers
Insurance—		
Canton	\$50	\$162, sellers
China Fire	\$20	\$81.
China Traders'	\$25	\$57, sales
Hongkong Fire	\$50	\$330, sales & sellers
North China	\$25	Tls. 187, sellers
Straits	\$20	nominal.
Union	\$50	\$387, buyers
Yangtze	\$60	\$130.
Land and Building—		
Hongkong Land Inv.	\$100	\$177, sellers
Humphreys Estate	\$10	\$11, sellers
Kowloon Land & B.	\$30	\$30, sellers
West Point Building	\$50	\$53, sellers
Luzon Sugar	\$100	\$20, sellers
Manila Invest. Co., Ltd.	\$50	\$20, sellers
Mining—		
Charbonnages	Fcs. 250	\$550.
Jelebu	\$5	50 cents buyers
Queen's Mines, Ltd.	25c.	nominal.
Olivers Mines, A.	\$5	nominal.
Do. B.	\$4	nominal.
Punjom	\$10	\$44, sellers
Do. Preference	\$1	\$11, sellers
Raubs	18	\$84, sellers
New Amoy Dock	\$63	\$36, buyers
Oriente Hotel, Manila	\$50	\$45, sellers
Powell, Ltd.	\$10	\$84, sellers
Robinson Piano Co., Ltd.	\$50	\$55.
Steamship Coy.—		
China and Manila	\$50	\$85, sellers
Douglas Steamship	\$50	\$43, sellers
H., Canton and M.	\$15	\$39, sellers
Indo-China S. N.	\$10	\$87, sellers
Shell Transport and Trading Co.	\$1	\$22, sellers
Star Ferry	\$10	\$204, sellers
Tebrau Planting Co.	\$5	\$11.
United Abestos	\$4	nominal.
Do.	\$10	\$9, sales & sellers
Universal Trading Co., Ltd.	\$5	\$175, buyers
Watkins Ltd.	\$10	\$21, sellers
Watson & Co., A. S.	\$10	\$64, buyers
		\$144, sellers

VERNON & SMYTH Brokers.

Shanghai, 16th July (from Messrs. J. P. Bisset & Co.'s Report). The business done has been chiefly in preparation for the settlement at the end of this month. We note a heavy fall in Dock shares. Marine Insurance.—Unions are wanted at \$385, and Cantons are offering at \$162. Fire Insurance.—Hongkongs are offering at \$330, and Chinas at \$81. Shipping.—Hongkong, Canton and Macao Steamboat shares are offering at \$39. Indo-China S. N. Co. shares were sold for cash at Tls. 71.73 closing at 71 for July, 73 for August, 74 for September and 75 for October. Sugars.—Perak Sugar Cultivation shares were sold at Tls. 77. Mining.—Chinese Engineering and Mining shares were placed at Tls. 9.50 cash, and 9.70 to 9.30 for July. Docks, Wharves and Godowns.—S. C. Farnham, Boyd & Co. A large business has been done at rapidly falling rates. Cash sales were made at Tls. 245 to 220, when a forced sale was made at 200. To-day the cash rate has recovered to 210. Sales were made for July at 245 to 220, for September at 230.227 and for October at 240. Shanghai and Hongkew Wharf shares are offering at Tls. 295, with buyers at \$285. Lands.—Shanghai Land Investment shares are weak with sellers. Industrial.—The Shanghai Gas Co. will pay an interim dividend of 6 per cent. on the 25th current. Shares are wanted. Ewo Cotton-Mill shares were sold at Tls. 42, and Shanghai Pulp and Paper shares at Tls. 117 for the 31st current. Shanghai Ice shares are offering. Tugs and Cargo Boats.—Shanghai Tug Boat shares were sold at Tls. 200, and Shanghai Cargo Boat shares at Tls. 135. The latter are wanted. Miscellaneous.—Shanghai Waterworks Co. has declared an interim dividend of £0.15.0. per share payable on the 24th current at exchange 2.4. The Shanghai-Sumatra Tobacco Co. Shares were sold at Tls. 45. An interim dividend of 10 per cent. will be paid on the 7th August. Shanghai-Langkai Tobacco Co. shares were sold at Tls. 260/250 cash, 255/250 for July and 267 for September. Hall and Holtz shares changed hand at \$40.

Shanghai, 23rd July (from Messrs. J. P. Bisset & Co.'s Report). A large business has been done in Dock shares, but, with exception of sales of Indo-China shares for settlement, other stocks have been rather quiet. Marine Insurance.—Yangtses are offering at \$130. North Chinas were placed at Tls. 190. Shipping.—Indo-China S. N. Co. Cash shares were sold at Tls. 70 to Tls. 65, and business was done for the July settlement at Tls. 72 to 66, closing at 67. Shares were sold for October at Tls. 73. Sugars.—Perak Sugar Cultivation shares were placed at Tls. 77. Sugar Refining shares are unchanged. Mining.—Chinese Engineering and Mining shares were placed for July delivery at Tls. 9.30. Docks, Wharves and godowns.—S. C. Farnham, Boyd and Co. The Directors' report and statement of accounts for the year ending April 30th were presented and passed at the meeting of shareholders held on the 21st inst. The year's working showed a profit of Tls. 1,697,136.56, equal to 30.75 per cent. on the capital, as against 26.65 per cent. in the previous year. The balance available for distribution after deducting interim dividend of 7 per cent. paid in January, is Tls. 1,362,153.30, which has been appropriated by carrying Tls. 750,000 to reserve fund, paying a final dividend for the year at 10 per cent. (making 14 per cent. for the year) and carrying forward to new account Tls. 60,150.32. At the above meeting a resolution was passed to enable the directors to call an extraordinary meeting, at which it will be proposed to reduce the capital of the Company by 25 per cent. making shares Tls. 100, the amount of share capital thus written down to be replaced by the issue of 7 per cent. debentures, shareholders to have the option of taking debentures or cash for the returned capital. A large business was done at Tls. 202 to 215 cash, 205 to 215 for July, and 217 to 225 for October, all cum div. The dividend was paid on the 22nd, and shares changed hands ex div. at 205/200 cash and 210 for September. Shanghai and Hongkew Wharf Co. shares were sold at Tls. 285/282. Lands.—Shanghai Land Investment Co. Shares were sold at Tls. 120 cum div and new issue. The dividend of 6 per cent. for the half year to 30th July was paid on the 22nd, and we quote the closing rate as Tls. 117 ex div. Industrial.—The Shanghai Gas Co. will pay an interim dividend of 6 per cent. on the 25th current. Shares were placed at Tls. 120. Shanghai Ice shares were sold at Tls. 27 cash, and Shanghai Pulp and Paper shares at Tls. 112 for July. Tugs and Cargo Boats.—Cargo Boat shares are wanted, but no business is reported. Miscellaneous.—Shanghai-Sumatra Tobacco shares are offering. Shanghai-Langkai Tobacco shares sold for cash at Tls. 245 to 255, closing at 250, and for July at 255. Hall and Holtz shares were sold at \$46, and Central Stores shares at \$22.

VESSELS ON THE BERTH.

FOR ANTWERP.—*Telemachus* (str.), *Bingo Maru* (str.).
FOR LONDON.—*Valetta* (str.), *Bingo Maru* (str.), *Benlawers* (str.), *Ulysses* (str.), *Telemachus* (str.), *Bombay* (str.), *Glenturret* (str.), *Antenor* (str.), *Dardanus* (str.).
FOR LIVERPOOL.—*Pyrrhus* (str.).
FOR MARSEILLES.—*Annam* (str.), *Bingo Maru* (str.).
FOR BREMEN.—*Kiautschou* (str.).
FOR HAVRE AND HAMBURG.—*Ambria* (str.), *Silesia* (str.), *C. Ferd. Laciss* (str.), *Freiburg* (str.), *Konigsberg* (str.), *Andalusia* (str.).
FOR TRIESTE.—*Tirol* (str.), *China* (str.).
FOR VICTORIA, B.C.—*Duke of Fife* (str.), *Tosa Maru* (str.), *Kaga Maru* (str.), *Riojun Maru* (str.), *Hyades* (str.).
FOR VANCOUVER.—*Empress of China* (str.).
FOR NEW YORK.—*Atholl* (str.), *Indramayo* (str.), *Vercna* (str.), *Bencleuch* (str.), *Asama* (str.).
FOR AUSTRALIAN PORTS.—*Yawata Maru* (str.), *Taiyuen* (str.), *Australian* (str.).
FOR SINGAPORE, PENANG AND CALCUTTA.—*Kumsang* (str.).
FOR SINGAPORE AND BOMBAY.—*Peking* (str.).
FOR SINGAPORE.—*Laertes* (str.).
FOR SINGAPORE, COLOMBO, AND BOMBAY.—*Mike Maru* (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

ARRIVALS.

July—
18, Hanoi, French str., from Haiphong.
18, Sithonia, German str., from Hamburg.
19, Athenian, British str., from Vancouver.
19, City of Peking, Amr. str., from S. F. Oisco.
19, Devawongse, German str., from Swatow.
19, Hipsang, British str., from Chefoo.
19, Hoihao, French str., from Pakhoi.
19, Idzumi Maru, Jap. str., from Singapore.
19, Loongsang, British str., from Manila.
19, Ness, British str., from Moji.
19, Taichow, German str., from Bangkok.
19, Tordenskjold, Norw. str., from Bangkok.
19, Tosa Maru, Japanese str., from Shanghai.
20, Duke of Fife, British str., from Tacoma.
20, Gaelic, British str., from San Francisco.
20, Oslo, Norwegian str., from Cebu.
20, Radnorshire, British str., from Keelung.
20, Sandakan, German str., from Sandakan.
20, Thea, German str., from Haiphong.
20, Victoria, Amr. str., from Tacoma.
20, Yushun, Chinese str., from Shanghai.
20, Heathercraig, British str., from Wellington.
20, Kashing, British str., from Java.
20, Richmond Castle, Brit. str., from N. York.
21, Chwnshan, British str., from Bangkok.
21, Diamante, British str., from Saigon.
21, Glenfarg, British str., from London.
21, Lyeemoon, German str., from Shanghai.
21, Rosetta Maru, Japanese str., from Manila.
21, Si-han, British str., from Saigon.
21, Uganda, British transport, from Taku.
21, Whampoa, British str., from Shanghai.
22, Chunsang, British str., from Tientsin.
22, Hans Menzell, German str., from Hongay.
22, Hillglen, British str., from New York.
22, Kasuga Maru, Jap. str., from Melbourne.
22, Marie Jebser, Ger. str., from Samarang.
22, Sachsen, German str., from Yokohama.
22, Sarpedon, British str., from Foochow.
23, Argo, Norwegian str., from Tourane.
23, Bayern, German str., from Bremen.
23, Haitan, British str., from Coast Ports.
23, Hue, French str., from Haiphong.
23, Kelat, British ship, from New York.
23, Kiukiang, British str., from Canton.
23, Pronto, German str., from Amoy.
23, Triumph, German str., from Chefoo.
24, Afridi, British str., from Liverpool.
24, Baron Driesen, Russian str., from Moji.
24, C. Diederichsen, Ger. str., from Haiphong.
24, Chiynen, Chinese str., from Shanghai.
24, Daigi Maru, Japanese str., from Tamsui.
24, Lens, Norwegian str., from Sourabaya.
24, Malacca, British str., from Foochow.
24, Mausang, British str., from Sandakan.
24, Rubi, British str., from Manila.
24, Savoia, German str., from Moji.
24, Terrible, British cruiser, from Weihaiwei.
25, Canton, British str., from London.
25, Hongkong, French str., from Haiphong.
25, Kawachi Maru, Jap. str., from Shanghai.

25, *Luchs*, German gunboat, from Swatow.
 25, *Lyceum*, German str., from Canton.
 25, *Monadnock*, U.S. monitor, from a cruise.
 25, *Mongkut*, German str., from Bangkok.
 25, *Murex*, British str., from Shanghai.
 25, *Namsang*, British str., from Hongay.
 25, *Taisang*, British str., from Shanghai.
 25, *Thales*, British str., from Swatow.
 25, *Yushun*, Chinese str., from Canton.
 26, *Amoy*, German str., from Newchwang.
 26, *Anping Maru*, Jap. str., from Coast Ports.
 26, *Hongkong Maru*, Jap. str., from S. F. cisco.
 26, *Kaifong*, British str., from Iloilo.
 26, *Hipsang*, British str., from Canton.
 26, *Nanchang*, British str., from Canton.
 26, *Pitsanulok*, German str., from Bangkok.
 26, *Progress*, German str., from Chefoo.
 26, *Tetartos*, German str., from K'chauwan.
 26, *Tirol*, Austrian str., from Shanghai.
 26, *Whampoa*, British str., from Canton.
 27, *Catherine Apar*, Brit. str., from Calcutta.

July—

DEPARTURES.

19, *Australian*, British str., for Shanghai.
 19, *China*, Austrian str., for Yokohama.
 19, *Chowtai*, German str., for Bangkok.
 19, *Emma Luyken*, German str., for Penang.
 19, *Kohsichang*, German str., for Bangkok.
 19, *Loongmoon*, German str., for Shanghai.
 19, *P. C. C. Kiao*, German str., for Bangkok.
 19, *Tailee*, German str., for Swatow.
 20, *Airlie*, British str., for Australia.
 20, *Ballaarat*, British str., for Shanghai.
 20, *Bengal*, British str., for Europe.
 20, *Benedi*, British str., for London.
 20, *Cheangchow*, British str., for Amoy.
 20, *Oliver*, British str., for Taku.
 20, *Evie J. Ray*, Amr. barque, for Rajang.
 20, *Hiroshima Maru*, Jap. str., for Bombay.
 20, *Jirunga*, British str., for Taku.
 20, *Laertes*, British str., for Keelung.
 20, *Pakhoi*, British str., for Foochow.
 20, *Woosung*, British str., for Shanghai.
 20, *Haiching*, British str., for Swatow.
 21, *Daijin Maru*, Japanese str., for Swatow.
 21, *Eros*, German str., for Bangkok.
 21, *Hoihao*, French str., for Hoihow.
 21, *Kachidate Maru*, Japanese str., for Moji.
 21, *Luchs*, German gunboat, for Swatow.
 21, *Poplar Branch*, British str., for Manila.
 21, *Yuensang*, British str., for Manila.
 21, *Yungching*, Chinese str., for Shanghai.
 22, *City of Peking*, Amr. str., for S. F. cisco.
 22, *Clavering*, British str., for Tacoma.
 22, *Elsa*, German str., for Hongay.
 22, *Hangsarg*, British str., for Swatow.
 22, *Idzumi Maru*, Japanese str., for Kobe.
 22, *Kwangping*, British str., for Tientsin.
 22, *Lightning*, British str., for Calcutta.
 22, *Loyal*, German str., for Bangkok.
 22, *Lyceum*, German str., for Canton.
 22, *Ness*, British str., for Moji.
 22, *Poplar Branch*, British str., for Manila.
 22, *Radnorshire*, British str., for Singapore.
 22, *Rajaburi*, German str., for Bangkok.
 22, *Saphir*, Norwegian str., for Kobe.
 22, *Sithonia*, German str., for Yokohama.
 22, *Skarpsno*, Norwegian str., for Saigou.
 22, *Thales*, British str., for Swatow.
 23, *Hans Menzell*, German str., for Swatow.
 23, *Heathorag*, British str., for Weihaiwei.
 23, *Kashing*, British str., for Swatow.
 23, *Kathilde*, German str., for Hoihow.
 23, *Nanchang*, British str., for Canton.
 23, *Richmond Castle*, Brit. str., for Shanghai.
 23, *Romulus*, American str., for Manila.
 23, *Sachsen*, German str., for Europe.
 23, *Sarpedon*, British str., for London.
 23, *Skuld*, Norwegian str., for Bangkok.
 23, *Tainan*, British str., for Moji.
 23, *Uganda*, British str., for Calcutta.
 23, *Whampoa*, British str., for Canton.
 24, *Bayern*, German str., for Shanghai.
 24, *Chiyuen*, Chinese str., for Canton.
 24, *Hailan*, French str., for Pakhoi.
 24, *Hillgren*, British str., for Shanghai.
 24, *Hinsang*, British str., for Singapore.
 24, *Loongsang*, British str., for Manila.
 24, *Monadnock*, Amr. monitor, for a cruise.
 24, *Thea*, German str., for Tsingtau.
 24, *Tordenskjold*, Norw. str., for Bangkok.
 24, *Triumph*, German str., for Canton.
 25, *Devawongse*, German str., for Bangkok.
 25, *Glenfarg*, British str., for Shanghai.
 25, *Haitan*, British str., for Coast Ports.
 25, *Hanoi*, French str., for Kwangchauwan.
 25, *Kasuga Maru*, Japanese str., for Japan.
 25, *Kinkiang*, British str., for Shanghai.

25, *Kowloon*, German str., for Chinkiang.
 25, *Malacca*, British str., for London.
 25, *Petrarch*, German str., for Swatow.
 25, *Pronto*, German str., for Chefoo.
 25, *Quart*, German str., for Bangkok.
 25, *Rosetta Maru*, Japanese str., for Manila.
 26, *Afridi*, British str., for Shanghai.
 26, *Amoy*, German str., for Canton.
 26, *Athenian*, British str., for Vancouver.
 26, *Baron Driesen*, Russian str., for Batavia.
 26, *Kawachi Maru*, Japanese str., for London.
 26, *Rubi*, British str., for Manila.
 26, *Taisang*, British str., for Canton.
 26, *Yushun*, Chinese str., for Shanghai.
 27, *Canton*, British str., for Shanghai.
 27, *Chelydra*, British str., for Hongay.
 27, *Chwnshan*, British str., for Swatow.
 27, *Daijin Maru*, Japanese str., for Swatow.
 27, *Germania*, German str., for Hoihow.
 27, *Hongkong*, French str., for Haiphong.
 27, *Thales*, British str., for Swatow.

PASSENGERS LIST.

ARRIVED.

Per *Bengal* for Hongkong, from Shanghai, Miss Campbell Jansson, Messrs. E. O. Reis and W. F. Mitchell; for London, from Yokohama, Messrs. F. Atkins and D. Chessell.

Per *Athenian*, for Hongkong, from Vancouver, Mrs. Winter; from Yokohama, Mrs. J. Beck, Mrs. Grossmann and child, Dr. Arnold, Messrs. Butler and J. Grant; from Kobe, Messrs. Chute and Q. Martin.

Per *City of Peking*, for Hongkong, from San Francisco, Mr. and Mrs. M. Bothelo, Miss Leslie Smith, Messrs. M. Liebert, R. Appletau, D. J. Hauptman, P. Lueiano, C. O. Zeigenfuss, R. A. Smith, A. Fenciano and W. B. Dexoy.

Per *Gaelic*, from San Francisco, &c., Mr. and Mrs. A. H. Bottenheim, Misses Bottenheim, C. Bottenheim and Ella Bottenheim, Mr. and Mrs. J. V. Knights, Mrs. A. d'Azeredo, Dr. H. Bryan, Messrs. S. S. Benjamin, C. E. Le Munyon and J. Orange.

Per *Tosa Maru*, from Shanghai, for Hongkong, Mr. and Mrs. Aitken, Mrs. Zaslavski, Mr. and Mrs. Rabichofsky, Messrs. W. Brodcha, I. Nakada and M. Camose; for Colombo, Mrs. A. Bronchier and Mr. F. W. Thorne.

Per *Sachsen*, for Hongkong, from Nagasaki, Mr. and Mrs. T. H. Oxberry and Mrs. H. J. Stevens; from Shanghai, Messrs. F. Kronenberg, A. L. D. Cousland, M. A. Marangoni and E. A. Whitney.

Per *Uganda*, from Taku, Lieut.-Col. H. D. Keary, D.S.O., Major C. R. Keate, Captains W. S. Prentis, H. W. Jackson and C. R. Peace, I.M.S., Lieut. C. S. Stooks, Messrs. H. J. de B. Barnett, H. J. Hilson, H. Miller and A. D. Day.

Per *Rosetta Maru*, from Manila, Mrs. Gerbolesski, Miss Estre Gerbolesski, Mrs. F. Aenles, Misses Ida and L. Aenles, Master Aenles, Mr. and Mrs. Baretto, Mrs. M. J. Baretto, Misses Baretto (2) and Master Baretto, Misses K. Badd, Zatoslosk, Z. Roses, Clara Roses, Berthas, Maria Aepuher and Bartha, Messrs. Klermann, I. Felix, A. Lunos, H. Kram Imeger, K. Ida, Hausmann, S. Amsloa, W. H. Fifer, Leibowitch, Chas. Ley, B. Estrada and Wada.

Per *Kasuga Maru*, from Melbourne, for Hongkong, Mr. and Mrs. Mack Jose, Mr. and Mrs. D. Gibbs, Very Rev. J. J. Herbert, Major H. S. King, Rev. D. Graber, Messrs. R. Lyons, A. L. Rushworth, E. Wellenann, M. Coristopher and H. Isoarashi; for Yokohama, Mr. and Mrs. E. L. Vial, Rev. and Mrs. J. W. Griffith, Mr. and Mrs. J. J. Smith and three children, Mrs. W. Smith, Mr. J. M. Smith, Misses A. and L. Smith, Mrs. Norris, Mrs. C. Komine, Misses Turner, Scott and M. Corigan, Rev. F. W. Poland, Messrs. R. Ritchie, F. Kamatsu, F. T. Newton, C. H. G. Hannam and A. W. Armstrong.

Per *Bayern*, for Hongkong, from Bremen, Mr. F. R. D. Lau; from Southampton, Mrs. Saxon and Mr. E. R. Brooks; from Genoa, Mr. Ch. C. Hucklin; from Penang, Mr. T. C. Anderson; from Singapore, Mrs. A. Meller, Messrs. L. T. Tandy, A. Kaufmann and Campl. N. Moody; for Shanghai, from Antwerp, Mr. Christian Conscience; from Southampton, Mrs. Burton and Miss Leetz; from Genoa, Mr. and Mrs. N. Lanners, Messrs. Cortrees, L. Sordelli, Paul Abel and Kurt Bach; from Singapore,

Mr. C. Weversberg; for Nagasaki, from Bremen, Capt. and Mrs. Barnhold and children; from Penang, Mr. P. M. Walker; for Yokohama, from Colombo, Misses Tyson and Thomas, Messrs. M. Suzuki, K. Ageda and J. Nakamura; from Penang, Mr. C. Junghenn; from Singapore, Mrs. C. v. d. Zwelt, Mrs. Intyre and family and Rev. Dhamaloka; for Tsingtau, from Genoa, Mr. Herm. Renken.

Per *Malacca*, from Foochow, Messrs. Daniels, Walsh and Samson.

Per *mausang*, from Sandakan, Mr. and Mrs. Tantz and child.

Per *Rubi*, from Manila, Mr. and Mrs. Hugo Muller, Miss Martha Mennier, Major Newberry, Messrs. R. E. Manogue, J. R. Beckers, R. G. McLeod, E. P. Pawley, Bangliman, W. Whaten, G. H. Sweet, H. A. Seidermann, F. Buntrey, G. R. Hucothorne, L. Partar, Mitchell, J. F. Burton, Geo. W. Moore, J. R. yes, L. Ramos, A. Chofre, A. V. Apar and M. Canti.

Per *Kawachi Maru*, from Shanghai, Mr. T. W. McGregor.

Per *Taisang*, from Shanghai, Mr. and Mrs. Gloss and Master Gloss.

Per *Canton*, from London, for Hongkong, Mr. and Mrs. Langford, Lieuts. Smith, Boothby and Edgell, Messrs. Worsley and Milton; for Shanghai, M. Guerrier.

DEPARTED.

Per *Bengal*, from Hongkong, for Penang, Mr. W. D. Graham; for Freemantle, Mr. and Mrs. Kanayama; for London, Mr. and Mrs. Berry and infant, Major Watson, Messrs. P. C. Wulie, P. C. Cook and W. Freeman; for London, from Yokohama, Messrs. F. Atkins and D. Chessell; from Shanghai, Miss Janssen.

Per *Ballaarat*, for Shanghai, from Hongkong, Mr. and Mrs. Seidmann, Lieut. Vickers, Messrs. K. Douglas, Melbye, Martins, Ross, T. Hoshino, T. Nakagawa and Pilsonsky.

Per *Yuensang*, for Manila, Mr. and Mrs. J. V. Knights, Mrs. J. R. Beck, Mrs. A. Grosman and infant, Messrs. T. Mengleraj, V. C. Resick, And. Martin and Chas. T. Ai.

Per *City of Peking*, for Yokohama, Messrs. P. Luciano, A. Feliciano and M. Liebert; for Honolulu, Mr. D. Whittingham; for San Francisco, &c., Mrs. M. L. King and Master W. King, Messrs. C. O. Ziegenfuss, M. J. Gomez, R. A. Smith and Miss Leslie Smith.

Per *Sachsen*, from Hongkong, for Singapore, Messrs. A. R. Marangoni and H. J. Strelley; for Colombo, Mr. H. M. Brown; for Penang, Mrs. Friedmann; for Genoa, Rev. and Mrs. Rhode and two children, Capt. Hemmet and Paysen and Mr. W. S. Salomon; for Hamburg, Messrs. Volkman and K. A. Kollner; from Manila, for Genoa, Mr. Karl Kleemann; for Southampton, Mrs. C. Amale and two children and Miss A. Amale; for Bremen, Mr. H. Kremlmeyer.

Per *Bayern*, from Hongkong, for Shanghai, Mrs. F. Gorholefski, Mrs. E. Gorholefski, Mr. and Mrs. Frericks and two children, Mrs. Kate Brod, Mrs. Zaslowski, Mr. and Mrs. S. Alliston, Misses C. Logan, Ross and Mary, Dr. J. E. Hausmann, Messrs. S. D. Duck, E. Wellmann, Lyons, W. H. Fifei, A. M. Timke, S. S. Sellick, A. Lamme, T. Nagata, H. C. Trobee, L. Jannot, W. Moir, G. E. Wake, P. Hampel, E. Gotthardt, Francout, Verellano, J. Joung and A. Melbye; for Nagasaki, Mr. A. C. Crebos; for Yokohama, Mr. T. C. Anderson.

Per *Loongsang*, for Manila, Miss Gertrude Wade, Miss Maria Herrero and Mr. V. M. Herrero, Messrs. S. Wilson, M. I. Healy, M. Vadhumal, P. Boolocham, H. Ikeda, M. Watanaba, T. Suga, K. Shibata, K. Takehara and Wm. Grouves and Mrs. K. Fukuda.

Per *Kasuga Maru*, for Japan, Rev. and Mrs. Griffith, Mr. and Mrs. Gibbs, Mr. and Mrs. J. Rattenbury and two children, Mr. and Mrs. Smith and three children, Mrs. Smith, Misses Smith (2), Mr. Smith, Mr. and Mrs. Vail, Mrs. Harris, Mrs. Komine, Misses Skipton, Hawker, Scott and Turner, Dr. Graber, Rev. Herbert, Messrs. Newton, Ritchie, Poland, Armstrong, Hannan, Thomas Arejolo, G. W. Mitchell, R. G. MacLeod, Geo. F. Curtis, Kanematsu, B. Haraguchi, Masumoto and Mayeshiba.

Printed and published by ALFRED CUNNINGHAM for the Concerned, at 14, Des Vaux Road Central, City of Victoria, Hongkong. London Office: 131, Fleet Street, E.C.